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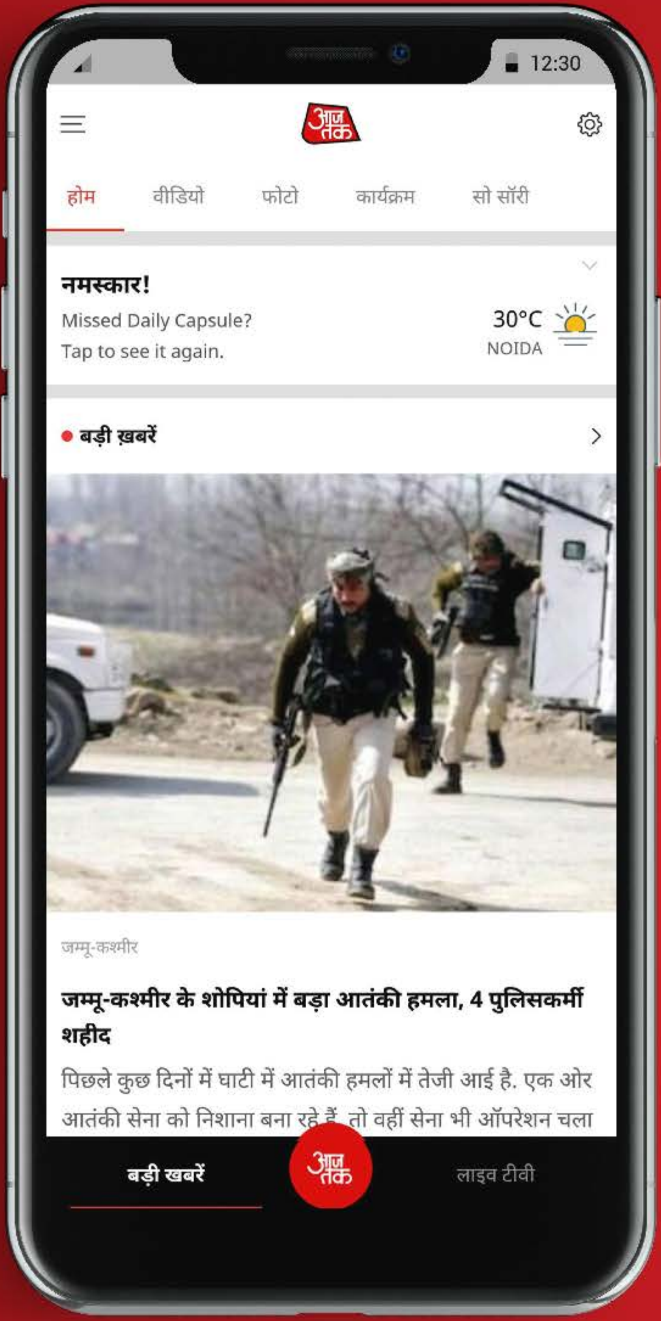
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VOLUME 6, ISSUE 06, February 2021

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• **Printed and published by Manoj Sharma on behalf of LIVING MEDIA INDIA LIMITED. Printed at Thomson Press India Limited, 18-35 Milestone, Delhi Mathura Road, Faridabad-121007, (Haryana). Published at F-26, First Floor, Connaught Place, New Delhi-110001. Editor: Yogendra Pratap**

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Editorial

Tata has two SUVs in this issue and both are quite iconic

As is the sign of the times, the cover of our February issue has only SUVs on it and nearly the same is the case with the content on new cars. Tata actually has two SUVs in this issue and both are quite iconic – one a global icon and the other an Indian icon and neither of those two cars we have driven for this issue have anything much to do with the originals, except perhaps carry forward the name and capitalize on the legacy. Both are at very different ends of the spectrum as well. The Land Rover Defender also carries forward the prowess of the original. Not so with the Safari though. I will leave you to find that out for yourself as you read the first drive reports of the two SUVs. Also driven this month are the 3 Gran Limousine from BMW, the refreshed Mercedes GLC as well as the Tata Altroz i-Turbo. SUVs dominate the previews as well with the Skoda Kushaq seen when still camouflaged and the Renault Kiger. While Renault has had a couple of big successes in the Kwid and the Duster, Skoda is a much more niche player and it will be interesting to see what these two companies are able to do with their new SUVs, which are critical.

We also have two road tests in this issue – one a sedan road test and the other one a motorcycle road test. While we have pitted three sedans against each other we have also put three cruising oriented motorcycles to the test. No spoilers here but what I will say is that after seeing a lot of Hyundai and Maruti cars winning tests, we decided to find out which of the others was the best and there will be no surprises – that much I can assure you. Besides we have again taken the Hyundai i20 up into the mountains because we just could not get enough of being in a place at a time when it was not possible to be there. Read the first story of the Magnificient India drive series to find out.

And till we meet again next month, wear a mask and always belt up no matter where you are sitting in the car and wear a helmet, no matter where you are sitting on the bike. Drive and ride safe!

Yogendra Pratap
Editor
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INTRODUCING THE ALL NEW

HECTOR

PLUS

7 SEATER

KEY FEATURES

7 Seat Configuration With 2nd Row Bench Seats & 3rd Row For Children

45.72 cm (18 Inch) Dual Tone Alloys**

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HIGH-FLYER

This year's Dakar Rally returned to Saudi Arabia with a total of 7,646km to traverse spread across 12 stages, starting and finishing in Jeddah, and passing through the capital of Riyadh. India's Harith Noah created history as he finished in 20th place overall, the best ever ranking achieved by an Indian. What made the result even more impressive was the fact that this was only his second outing in the world's toughest rally. Noah entered the rally supported by Sherco Racing while TVS Racing backed the rider after withdrawing from Dakar at the last minute. Flip to page 88 for detailed account of all the action from 43rd edition of the Dakar Rally.

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Renault reveals its sub-four SUV

Renault has just premiered the Kiger sub-four meter SUV in India which takes on the likes of the Nissan Magnite, Hyundai Venue and the Kia Sonet. We take a detailed look at the product

The sub-four meter SUV segment just got a bit hotter with Renault revealing its newest product for India, the Renault Kiger. The company is planning to launch the SUV in the first week of March 2021 and prices are expected to start from Rs 5.5 lakh and go all the way up to Rs 10 lakh.

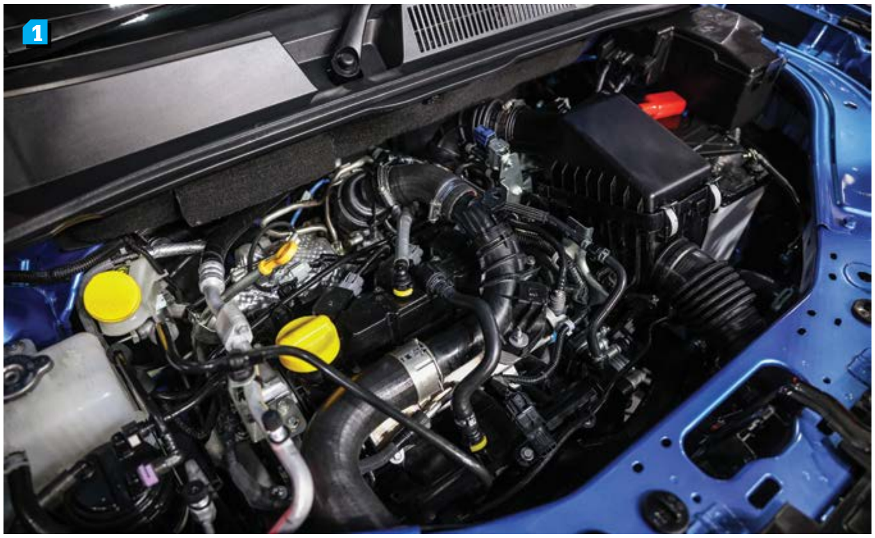
The Kiger follows Renault's new design theme much like the Renault Kwid. So much so that at first glance one might write it off as the Kwid. But look closely and one will be able to sport the differences in form of the tri-LED headlights and sleek LED DRLs which also double up as winkers. The large grille looks good and the Renault badge takes centre-stage. The overall two-tone theme adds to the sporty aura of the Kiger. In profile the Kiger looks masculine thanks to the strong design lines. The SUV rides on 16in alloys and ground clearance offered is a rather good 205mm. The roof rails much like the Nissan Magnite are not just for show but can bear loads as well. At the back the tail gate sweeps down and overall the Kiger looks much like a crossover. The tail lights feature LEDs and take space on the rear fender and tail gate. The spoiler adds to the looks as well.

The first thing which you will notice once inside the Kiger is its rather high driving position. The bonnet up ahead comes into view and this gives one a feel of good visibility. The dash looks smart and offers loads of storage space. The twin glove boxes can hold

#theKIGERlif
RENAULT
NAULT
KIGER

generous amount of kit. The Kiger's high, wide centre console is focused around a large 8in floating touch screen that features wireless smart phone replication for Apple CarPlay and Android Auto in higher trims. The system not only offers voice recognition through Apple CarPlay and Android Auto, but also Bluetooth connectivity that can pair with up to five devices, a USB socket for faster charging and a built-in MP4 video player. The Auditorium 3D Sound system by Arkamys is connected to eight onboard speakers (four boomers, four tweeters). Right below sits a tray dedicated to store your mobile phone and right below there is the

The Kiger offers a fully digital instrument panel which changes according to the drive modes. The steering gets controls for various functions. The Kiger also comes with a keyless go system which will be available with top trims



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> FIVE CAN SIT IN IT IN COMFORT. THE BOOT SPACE TOO IS RATHER GOOD OFFERING 405 LITRES OF SPACE WHICH IS RATHER INCREDIBLE FOR A CAR ITS SIZE

climate control system buttons. The instrument panel is also a rather unique all digital unit and switches displays according to the driving modes selected. Kiger will also feature a first in segment PM2.5 Clean Air Filter. This advanced atmospheric filter fitted in to the ventilation system ensures good air quality inside the vehicle. While the Kiger is truly a feature rich offering we must say that we would have loved it even more if the quality of plastic used was a bit better. Apart from that the Kiger offers a lot of in cabin space. Five can sit in it in comfort. The boot space too is rather good offering 405 litres of space.

The Kiger comes with a choice of two petrol engines. There are no diesel engines planned at the moment. The first option is a three-cylinder turbocharged 1.0-litre petrol engine, with a power output of 100bhp and a torque of 160Nm. The turbocharged engine is paired with a five-speed manual gearbox. An X-TRONIC automatic continuously variable transmission will be available shortly after launch.

The second option comes in form of the ENERGY 1.0-litre naturally aspirated engine which is also found in the Renault Triber. The engine churns out 72bhp and 96Nm of torque. The naturally aspirated engine is available with either a five-speed manual or the EASY-R five-speed robotised gearbox AMT.

1. The Kiger will be powered by a 1.0-litre turbo petrol (seen here) and there will be an option of a 1.0-litre naturally aspirated petrol. No diesels here. 2. The Kiger gets multi-drive modes. 3. 16in alloys offered on top trims. 4. The Kiger gets a climate control system and a dedicated smart phone tray with wireless charging. 5. The large touch screen infotainment system beams feeds from reverse camera as well

Safari returns in a new avatar

TATA MOTORS unveiled the 2021 Safari that is expected to go on sale in India this month. It is based on the OMEGA architecture derived from Land Rover's D8 platform. Bookings are already underway and we expect Tata to price its flagship SUV between Rs 15 lakh to Rs 22 lakh (ex-showroom, India). At the heart is the Kryotec 2.0-litre turbocharged diesel engine developing 170bhp and 350Nm, paired either with a 6-speed MT or a 6-speed AT torque converter. Available in six variants XE, XM, XT, XT+, XZ and XZ+, the Safari boasts of chrome grille, Xenon HID projector headlamps with LED DRLs, LED tail lamps, rear spoiler, twin exhaust, stepped roof and 18-inch diamond-cut alloy wheels. The cabin is based on the Oyster White colour scheme, while the Ash Wood-themed dashboard looks quite premium. Customers can either go for the six-seater layout with captain seats in the middle row or the seven-seater configuration. For more, flip to page 40 for a detailed review.

Fortuner receives fresh lease

LEGENDER
FORTUNER

TOYOTA LAUNCHED the Fortuner facelift between Rs 29.98 lakh and Rs 37.43 lakh, and added the Legender variant at Rs 37.58 lakh (all prices ex-showroom, Delhi). The 2.7-litre petrol engine has been retained developing 166bhp and 245Nm, paired either with a 5-speed MT or a 6-speed AT. A more powerful 2.8-litre diesel engine has been introduced in two state of tunes- a 204bhp and 420Nm, coupled with a 6-speed MT and 204bhp and 500Nm, paired to a 6-speed AT in the Legender. It gets a redesigned grille flanked by new headlamps having integrated LED line guides and DRLs. The front bumper has been restyled and houses new fog lamps. The cabin is equipped with a new Smart Playcast 8-inch touchscreen infotainment system compatible with Apple CarPlay and Android Auto.

Jeep gives Compass a proper facelift

JEEP INDIA launched the Compass facelift at 16.99 lakh with four trims and 11 variants on offer that goes up to Rs 28.29 lakh (all prices ex-showroom, India). The SUV boasts of a redesigned seven-slat grille, new LED projector headlamps with integrated LED DRLs, new LED fog lamps, tweaked front bumper and a wider air dam. The tail lamps are LED units. The dashboard is redesigned with a floating 10.1-inch touchscreen with new-generation UConnect-5 infotainment system. The steering wheel has been redesigned. There is a new 10.2-inch digital instrument cluster as well. Mechanically, it retains the 1.4-litre Multiair turbo-petrol with 160bhp, 250Nm, and 2.0-litre Multijet II diesel developing 170bhp and 350Nm. The petrol engine is paired to a 6-speed MT or a 7-speed DCT automatic while the diesel unit is coupled with 6-speed MT or 9-speed AT torque converter.

SPORTLINE
SUPERB

Skoda adds premium touches to Superb

SKODA AUTO launched the updated Superb in SportLine and Laurin & Klement variants at Rs 31.99 lakh and Rs 34.99 lakh respectively (all prices ex-showroom, India). The cabin gets a new 8-inch touchscreen display with proximity sensor. The new-generation Amundsen infotainment system has resulted in an updated user interface for the touchscreen. The Sportline variant gets new three-spoke flat-bottom steering wheel with paddle shift and SportLine inscription and black Alcantara sports seats with integrated headrests. The L&K features an all-new two-spoke steering wheel with L&K inscription. It also gets the Park Assist function, and 360-degree Surround Area View.

BMW 2 Series GC gets petrol option

BMW HAD launched the 2 Series Gran Coupe Diesel last year, and has now introduced the petrol variant at Rs 40.90 lakh (ex-showroom, India). Available with the 'M Sport' package, the petrol variant is being locally-produced. At the heart is a BMW TwinPower Turbo 2.0-litre 4-cylinder petrol engine that develops 190bhp and 280Nm, paired with an 8-speed Steptronic Sport automatic transmission that sends power to the front two wheels. The petrol variant comes with three different drive modes - Eco Pro, Comfort and Sport, and can accelerate to 100kmph from standstill in 7.1 seconds. The diesel version employs a BMW TwinPower Turbo 2.0-litre 4-cylinder motor that belts out 190bhp and 400Nm, mated to the same 8-speed Steptronic Sport automatic transmission that sends power to the front two wheels. Visually, there are no changes to the petrol version.

BMW introduces 3 Series long-wheelbase

BMW INDIA, for the first time, launched the long-wheelbase version of one of its most popular offerings, the BMW 3 Series Gran Limousine at a starting price of Rs. 51.50 lakh. This version will be offered in both petrol and diesel formats with the diesel version retailing at Rs. 52.50 lakh. The German carmaker is also offering 3 Series Gran Limousine M Sport First Edition at Rs. 53.90 lakh (all prices ex-showroom, India). Additionally, India is the first and only market at present to offer the right-hand drive version of the long-wheelbase 3 Series. The 3 Series GL will fill the gap between the standard 3 Series and 5 Series in the company's India portfolio. The longer 3 Series replaces the 3 Series Gran Turismo in the country and to know more about the vehicle, turn to page 50.

Aston Martin's first SUV is here

ASTON MARTIN'S first-ever SUV made its debut back in November 2019 as DBX. It has now gone on sale in India carrying a Rs 3.82 crore (ex-showroom, India) starting price. It joins the Vantage, DB11 and DBS Superleggera in the brand's lineup here. The DBX's design shows off its Aston Martin DNA via the signature grille which combines with the headlamps to give the SUV an unmistakably Aston Martin appearance. The rear has a hint of Vantage in its design with the prominent boot lip highlighted by the thin LED tail lamps. While it may not appear so in images, the Aston Martin DBX is quite large measuring more than 5m long, almost 2m wide and 1.7m tall. It weighs 2,245kg.

The DBX uses a 4.0-litre twin-turbo V8 sourced from Mercedes-AMG, developing 550bhp and 700Nm. It boasts a 0-100kmph time of 4.5 seconds and a top speed of 291kmph. Much like AMG products that employ the 4.0-litre twin-turbo V8, the DBX too comes with a 9-speed gearbox. There's adjustable air suspension, a 500mm water wading capability and a maximum ground clearance of 235mm along with 26-degree, 19-degree and 27-degree approach, breakover and departure angles respectively.

MG updates Hector, Hector Plus

Rajeev Chaba, president and MD, MG Motor India and Gaurav Gupta, COO, MG Motor India at the launch of the updated Hector range

A LITTLE over a year and a half after the Hector went on sale in India, MG rolled out an updated version, as well as introduced a seven-seater Hector Plus. While prices range from Rs 12.90 to 18.33 lakh for the standard version, the seven-seater is available from Rs 13.35 lakh and Rs 18.33 lakh (all prices ex-showroom, India).

The Hector receives new chrome-studded front grille as well as a darker shade for the faux skid plates. Hector and Hector plus now come with new 18-inch alloys, wireless charging, ventilated front seats and Hinglish voice command support for the infotainment units. There are no mechanical changes.

Volvo's S60 makes a comeback

VOLVO CAR INDIA launched the all-new Volvo S60 at an introductory price of Rs 45.90 lakh (ex-showroom), which is only applicable for a limited number of online bookings. At the heart is a 2.0-litre turbo-petrol engine that delivers 190bhp and 300Nm, mated to an 8-speed automatic gearbox. There are three drive modes to choose from - Comfort, Eco and Dynamic. The luxury sedan is 4,761mm in length, 2,040mm in width and 1,431mm in height, and has a 2,872mm long wheelbase. The entry-level sedan is based on Volvo's Scalable Product Architecture (SPA) platform and has received a 5-star rating from Euro NCAP. Talking about safety, the S60 has something called City Safety with steering support, which is essentially an auto-brake technology that assists the driver in avoiding potential collisions, and is the only system in the market to recognize pedestrians, cyclists and large animals. The company is also offering an exclusive Tre Kronor Experience program to early buyers that will include a host of priority and personalised experiences for the customers. Rivals include the BMW 3 Series, Mercedes-Benz C-Class, Jaguar XE and Audi A4.

Mercedes-Benz updates GLC with new tech

MERCEDES-BENZ INDIA launched the updated GLC at a starting price of Rs 57.40 lakh (ex-showroom, India), and boasts of a host of new features, including the luxury automobile manufacturer's latest connected car technology, fully-digital instrument cluster, front massage seats and parking package with 360-degree camera, along with a couple of fresh paint schemes. The SUV features the latest 'Mercedes me connect' technology that integrates Alexa Home, Google Home and parking locations on the navigation system and app. Petrol variant employs a 2.0-litre engine with 197bhp and 320Nm and the diesel variant comes with a 2.0-litre mill developing 194hp & 400Nm respectively. Both motors are paired with a 9G-Tronic gearbox.

Mercedes S-Class adds more gadgets

THE LATEST Mercedes S-Class debuts the 2021 Mercedes Me Connect that offers a host of voice integrated technology in conjunction with Amazon and Google. Called the Maestro Edition, this new trim with Alexa and Google Home integration lets you set reminders, unlock the car, switch the air-conditioning and many more functions, while sitting at home. Priced at Rs 1.51 crore (ex-showroom, India), it also features Magic Sky Control, which allows the opacity of the two-section sunroof to be set independently.

Jaguar I-Pace comes to our shore

JAGUAR LAND ROVER'S first all-electric vehicle, the I-Pace has made it to Indian shores, and will undergo extensive testing before its launch later this year. Powered by a 90kWh lithium-ion battery, the e-SUV boasts of 400bhp and 696Nm, which is nearly equivalent to sports car figures, and sprints from a standstill to 100kmph in 4.8 seconds.

Skoda reintroduces Rapid Rider

SKODA AUTO INDIA re-introduced the entry-level Rider trim of the Rapid after temporarily suspending bookings due to an overwhelming surge in demand, at Rs 7.79 lakh (ex-showroom, India). There is no change in the feature-list, and is powered by a 3-cylinder 1.0-litre TSI petrol engine, paired only to a 6-speed manual gearbox.

Audi drives in much-improved A4

AUDI INDIA has kick-started the new year by launching the A4 facelift at Rs 42.34 lakh (ex-showroom, India). Gone are the 1.4-litre turbo-petrol and 2.0-litre diesel engine options that were available before, giving way to a sole 2.0-litre TFSI petrol mill that develops 190bhp and 320Nm, mated to a 7-speed dual-clutch automatic transmission that sends power to the front two wheels. The luxury sedan can accelerate from 0-100kmph in 7.3 seconds and reach a top speed of 241kmph. The facelift is being offered in two variants - Premium Plus and Technology, with the latter priced at Rs 46.67 lakh. Based on Audi's latest design language, the A4 gets a new Singleframe grille flanked by LED headlights having signature DRLs, while the front bumper too has been completely redesigned. The leatherette upholstery and Audi Exclusive Piano Black inserts provide a plush feel to the cabin. The front seats are electrically adjustable with the driver's seat having an additional memory feature. The A4 rivals the Mercedes-Benz C-Class, BMW 3 Series, Jaguar XE and the Volvo S60 in India.

A4
Future is an attitude

Balbir Singh Dhillon, Head, Audi India with the new Audi A4

Vehicle scrappage policy announced

IN LINE with expectations from the industry, the Union government announced the scrappage policy in the 2021-22 Union Budget. The government hopes the policy will look to phase out older, inefficient and polluting vehicles and in turn promote the use of more environment-friendly vehicles. The scheme will apply to private vehicles above the age of 20 years and commercial vehicles above the age of 15 years. While the specifics of the policy are likely to follow, we expect the policy to provide monetary incentives to owners of vehicles over the age of 15 years that are polluting and unfit to run.

Altroz receives a turbo variant

TATA MOTORS launched a powerful turbo variant along with iRA-connected car technology for its premium hatchback, called Altroz i-Turbo with prices ranging between Rs 7.73 lakh to Rs 8.85 lakh (ex-showroom, India). The iRA comes with 27 connected car features along with natural voice tech, through which the car understands commands not only in English or Hindi, but also in Hinglish. Additionally, it is India's first hatchback to introduce a precise and unique tool that makes navigation easier than before. Other additional features include the Xpress cool feature, personalized screen wallpaper and one shot-up power windows. The Altroz i-Turbo continues to be loaded with the 8 speaker sound system by Harman. The 1.2-litre turbocharged BS6 petrol engine offers 110bhp and 140Nm, mated to a 5-speed manual gearbox.

MH 14 TC 206 AA

Merc reveals EQA electric crossover

THE ELECTRIC version of the second-generation GLA crossover SUV is here in the guise of Mercedes-Benz EQA electric crossover, which is the new entry-level model to the all-electric world of Mercedes-EQ vehicles. The EQA 250 with 486km range is the only variant on offer at the moment while a series of even more athletic all-wheel-drive models will be introduced at a later stage. Talking about the design, the EQA gets the typical Mercedes-EQ front-end design which consists of a black panel radiator grille with central star, a continuous light strip at front and rear, and a horizontal fibre-optic strip connecting the daytime running lights of the full-LED headlamps.

The licence plate has also been relocated to the bumper, while the 20-inch alloy wheels with a bi- or tri-colour design are exclusive to this electric crossover. The EQA 250 comes equipped with a 140kW double-decker lithium-ion battery, which sits within the underbody of the vehicle, has an energy content of 66.5kWh. The German carmaker will also introduce a series of all-wheel-drive models with an additional electric powertrain (eATS) and an output of 200kW or more as well as a range of more than 500km. Mercedes-Benz will offer its new Mercedes me Charge comprising of more than 450,000 AC and DC charging points across Europe.

BMW X4 to undergo design change

OUR SPIES in Munich caught another BMW X4 facelift, a major mid-life update that the Munich firm is preparing. The BMW X4 facelift will undergo a notable redesign on the front that will make it gain a more aggressive appearance. This prototype is in a rather primitive state of development, with loads of camouflage around the nose and tail of the car. But it confirms that the German brand plans to seriously modify the design of the grille and headlights. At the rear, we should expect notable changes as well, likely incorporating the shape of the bumper, the rear diffuser, and the internal graphics of the taillights.

PICS Automedia

Renault to introduce new products

RENAULT
5
Hello

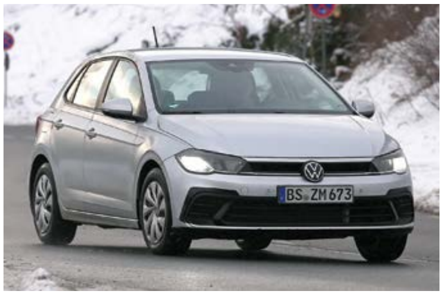
GROUPE RENAULT revealed its strategy for the next five years and beyond, as part of its 'Renaulution' program, that will see the French carmaker bring in new products based on two dedicated electric platforms CMF-EV and CMF-B EV, and will also offer market-ready, end-to-end hydrogen solutions for LCVs. The new line-up will help the brand win back its place amongst C-segment leaders whilst maintaining its B-segment leadership. A total of 14 models will be launched by 2025, including seven electric and seven C and D segment vehicles, with an aim to achieve 45 per cent of total sales by then. One such example is a new Renault 5 that is being revived as an electric car. And there will be a hot-hatch Alpine version as well. There's a lot of the original 5 in the front and rear lights, and the profile and rear pillar shape, plus the flattish surfaces, and the wheels make a nod to the original three-spokes. No details on the interior yet, as well as any information on the powertrain, performance, or range. We, however, do expect the production version to use much more modern underpinnings than the existing Zoe EV hatchback. A few reports suggest that the electric version will be a front-wheel drive version instead of a rear-wheel-drive version like the original, but these are all speculations. A production version will launch in less than three years from now, that will replace the electric Zoe once it comes to the market.

Hyundai teases new Ioniq 5

HYUNDAI UNVEILED the first teaser image of the highly-anticipated Ioniq 5 midsize CUV, the first model in its Ioniq dedicated BEV lineup brand, ahead of its debut this month. The Ioniq 5 will be the first vehicle mated with Hyundai's Electric-Global Modular Platform (E-GMP), made exclusively for next-generation battery-electric vehicles that will launch a new era of clean mobility for the company. Hyundai says the design of the Ioniq 5 is quite distinct and innovative, with a strong resemblance to the 45 EV Concept from 2019. Hyundai says that EVs on the new platform will get over 500km of range on the European WLTP test cycle, and 600-volt capability enables charges from 0 to 80 per cent in just 18 minutes. The Ioniq 5's ultra-fast charging capability enables it to drive more than 100km with only a 5-minute charge.

Volkswagen Polo facelift makes spy shot

VOLKSWAGEN HAS multiple products lined-up for an update, but the most important of the lot is the Polo facelift, which is a mid-cycle refresh. The visual updates are quite evident from the barely covered up car such as the more slender headlights with new graphics, a different and slimmer grille, along with a new bumper at the front, a larger lower air intake, and redesigned fog lamp housings. We'd expect the production version to display its name right under the VW logo rather than on the left side. The interior will remain basically untouched. Expect the 1.0-litre three-cylinder turbo petrol unit to continue as the main engine, with both naturally aspirated and turbocharged versions offering different levels of performance.



PICS Automedia

Kia to launch 7 next-generation battery electric vehicles by 2027

KIA PLANS to launch as many as seven next-generation battery electric vehicles by 2027, with the first model among them all set to be revealed in the January-March quarter of 2021. Based on Hyundai's new electric-global modular platform (E-GMP), the maiden next-generation BEV of Kia will have a crossover-inspired design. It will have a driving range of more than 500km and a high-speed charging time of 20 minutes. The electric vehicle will also be the first global model to bear Kia's new logo.

Kia's new BEVs will include PVs, SUVs and MPVs across different segments, with all of them having long-range driving and high-speed charging capabilities. For corporate customers, the automaker is also developing a range of new purpose-built vehicles (PBVs), which will be based on flexible 'skateboard' platforms and have modular bodies. Kia said it is targeting a 6.6 per cent share of the global BEV market by 2025 and global annual sales of five lakh BEVs by 2026. Kia will also promote more sustainable production through the usage of clean energy and recyclable materials.

Movement that inspires

Hyundai teases Bayon crossover again

HYUNDAI RELEASED new images of its all-new B-segment crossover SUV, Bayon, revealing a wide and connected design with a clean, high-tech look. The front features an air intake band stretching across the front of the vehicle with wide, narrow DRLs. The broad front grille opens at the bottom, while the headlamps are separated from the DRLs.

The rear features arrow-shaped brake lights connected by a thin red line. Positioned far out to the sides, these lamps enhance the visual impression of width, making the rear graphic even more outstanding.

Porsche Taycan gets a new variant

WITH THE new Taycan, Porsche introduced the fourth variant of its first all-electric sports saloon. The new model lines up alongside the Turbo S, Turbo, and 4S, and features rear wheel drive available with two sizes of battery. A single-deck Performance Battery with a gross capacity of 79.2kWh is fitted as standard, while the two-deck Performance Battery Plus is available as an option. Its gross capacity is 93.4kWh, and the range, in accordance with WLTP, is up to 431- 484km respectively. Porsche will announce the price of the new variant at a later stage.

Meet Jeep's new 3-row SUV

THE JEEP Grand Cherokee made its debut 30 years ago as a full-sized SUV with 4x4 capability, premium on-road refinement, superior luxury, and comfort. For 2021, FCA revealed the Grand Cherokee L in a brand new avatar with an improved 4x4 system and a Selec-Terrain traction management system with five terrain modes. The exterior looks muscular with a spacious & luxurious cabin, and is loaded to the gills with the latest set of safety features along with the latest generation of UConnect 5 infotainment system.

The 3,091mm wheelbase creates generous interior room and gives passengers expansive, class-leading legroom in the second row. For even more utility, both the second-and third-row seats fold forward into a flat-load floor. When the second-and third-row seats are folded flat, the maximum cargo space is 2,394-litres. In the US, the model will be offered with a 3.6-litre petrol V6 as standard or the flagship 5.7-litre Hemi V8. While the European-market standard car has yet to be confirmed, it will likely be sold with a range of smaller-capacity motors, plus a 4xe plug-in hybrid from launch.

New Kona to be next model in N line-up

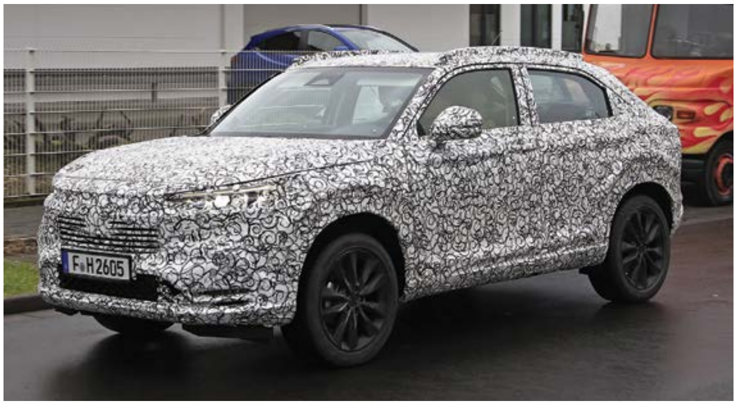
HYUNDAI CONFIRMED the next member of its high-performance N range will be the new Kona. The company's high-performance brand N, which ventured into the high-performance field with its i30 N, is planning to expand its line-up in 2021. After initial teasers, Hyundai released a set of camouflaged photos of the Kona N, which gives a good look at the new performance SUV but keeps mum on any data. It will be equipped with launch control, bigger brakes, a new suspension setup, and other performance modifications; however it's still unclear whether power will be sent to the front wheels. The Kona N will debut in North American by the end of 2021.

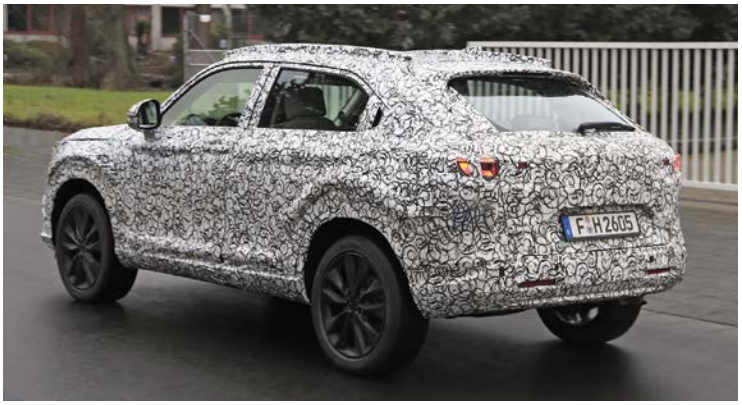
General Motors unveils new logo

GENERAL MOTORS unveiled its brand new corporate identity to accelerate the mass adoption of electric vehicles. The American carmaker is also evolving its brand identity as it transforms itself to deliver zero crashes, and zero emissions. The "Everybody In" campaign focuses on three themes - accelerating its EV adoption, investment of $27 billion in EV products through 2025 along with the launches of 30 new EVs globally by the end of 2025, and adoption of its Ultium platform, which will be the foundation for GM's next-generation EV lineup. The company revealed a new logo as well that not only builds on the heritage of the company but also brings in a modern and vibrant look. It features a color gradient of vibrant blue tones, evoking the clean skies of a zero-emissions future and the energy of the Ultium platform. The rounded edges and lower-case font create a more modern, inclusive feel, while the underline of the "m" connects to the previous GM logos as well as visually representing the Ultium platform. And within the negative space of the "m" is a nod to the shape of an electrical plug. The Ultium platform will power everything from mass-market to high-performance vehicles, including the Hummer EV and Cadillac Lyriq.

Next-gen HR-V is under development

IT'S BEEN seven years since the current Honda HR-V premiered and the wait for the next generation ends this year. A report from Japan suggests that there is some uncertainty about the release date. The SUV will sport a distinctive design mash-up of traditional SUVs and modern crossovers. Our images reveal a tougher, upright front-end featuring a noticeably larger, hexagonal radiator grille, an inverted V-shape flattish hood that is set higher and sharper headlamps at the front. The look of the rear end will be totally opposite to the front, featuring an extremely rakish rear window for that sporty look that is typical of SUV-coupes. On offer could be the Fit's 107bhp hybrid powertrain that combines a 1.5-litre petrol engine and two electric motors.





PICS Automedia

Daimler to transport Covid aid

BHARATBENZ
B+Safe
EXPRESS
COVID VACCINE CARRIER TRUCK
PROUDLY CARRYING THE HOPES OF A NATION
motherson

(L to R) V C Sehgal, chairman, Motherson Group, Satyakam Arya, CEO & MD, Daimler India Commercial Vehicles, L V Sehgal, vice chairman, Motherson Group with the BharatBenz 'BSafeExpress'

DAIMLER INDIA Commercial Vehicles (DICV), in collaboration with Motherson Group unveiled the BharatBenz BSafe Express, a specialized reefer truck designed for the safe transportation of Covid-19 vaccines. The BSafe Express is equipped with newly developed refrigeration units that ensure the temperature and stability of the vaccines is accurately monitored and maintained at all stages of delivery.

The reefer is mounted on the Bharat Benz 2823R chassis, which ensures maximum uptime and faster turnaround. Paired with Bharat Benz's 'Truckonnect' telematics platform, the BSafe Express offers vaccine distributors real-time tracking of both the vehicle and its cargo. Motherson Group's refrigerated container is made from glass-reinforced plastic, XPS foam, and other materials that ensure the product is strong, water-resistant, and non-corrosive, yet lightweight and highly insulated. The container can be assembled locally in as little as 96 hours. With IoT sensors integrated inside the container, fleet managers can monitor temperature, humidity, shock, tilt, and tamper. They can also adjust the temperature as required. This further integrates with QR code tracking of all stock onboard, so that users can check the location, status, and history of each package.

JBM bags order from DTC

JBM AUTO bagged the order for 700 BS6 compliant AC low-floor CNG buses for New Delhi from the Delhi Transport Corporation (DTC). JBM will supply 700 CityLife BS6 buses in the coming financial year. JBM CityLife buses are already running on Delhi roads being operated by DIMTS. With the addition of 700 buses by DTC, these buses are expected to cater to 50 million passengers per annum, covering around 20 routes across Delhi.

Tata Motors launches the INTRA V20 in Nepal

TATA MOTORS launched its newest smart compact truck, the Intra V20, in Nepal at NPR 19.75 lakh (Rs 12.34 lakh). The compact truck will be supported by a countrywide network for sales, service, and spare parts of Sipradi Trading Pvt Ltd. The Indian auto major had launched Intra in the domestic market in two variants, V10 and V20, in May 2019 at Rs 5.25 lakh (ex-showroom, India). The V20 is the first compact truck, conceptualized and engineered on a new modular platform, and is powered by a 1.4-litre diesel engine that develops 70bhp and 140Nm, coupled with a 5-speed gearbox. Tata offers a gear shift indicator, a load capacity of 1,100kg, and a lower total cost of operations, along with great profitability.

Ducati launches BS6 Scrambler range

DUCATI INDIA started off 2021 with the updated Scrambler range, which includes the Scrambler Icon Dark, Scrambler Icon and Scrambler 1100 Dark Pro priced at Rs 7.99 lakh, Rs 8.49 lakh and Rs 10.99 lakh respectively (ex-showroom, India). The Scrambler Icon Dark now becomes the entry point into the famed brand by being the most affordable in the range. It essentially features the BS6 updated engine that produces 73bhp and 66.2Nm from its 803cc L-twin engine. It comes draped in a matte black paint scheme with a black frame, black seat and silver details. On the Scrambler Icon, the steel teardrop fuel tank gets interchangeable aluminium side panels, a hydraulic clutch, all-new DRLs and new switchgear to scroll through the LCD instrument menu. The suspension setup is claimed to be revised while cornering ABSt adds a layer of safety. The new Multimedia System allows you to listen to music, answer incoming calls or even chat with the passenger on the intercom. Two paint schemes, Ducati Red and the classic 62 Yellow colours set it apart. The Scrambler 1100 Dark Pro represents the entry model to the 1100 range with a similar theme to its smaller sibling. It gets a matte black paint job with parts in anodized aluminium and classic rear-view mirrors. It uses the 1,079cc L-twin engine which produces 86bhp and 88Nm albeit in BS6 guise. It also comes loaded with Ducati's electronic safety suite including Ducati Traction Control (DTC) and cornering ABS. There are three riding modes on offer too.

Okinawa launches e-scoot for B2B biz

OKINAWA LAUNCHED the Dual B2B electric scooter, developed with a focus on the needs of delivery companies, at a price of Rs 58,998 (ex-showroom, India). It employs a 250W motor paired with a 48V 55Ah detachable lithium-ion battery, which can be charged up to 80 per cent in 90 minutes and full charge in four to five hours. While the motor gets a 3-year or 30,000km warranty, the battery comes with a warranty of 3 years. The Dual is claimed to have a loading capacity of 150 to 200kg, with place to load items at the front as well as rear. Okinawa is claiming a range of 130km in a single full charge and a top speed of 25kmph.

It comes with a telescopic front suspension and dual-tube spring-type hydraulic shockers at the rear, and sits on 10-inch alloy wheels with tubeless tyres.

Honda rides in updated Africa Twin

HONDA MOTORCYCLE & Scooter India launched the 2021 Africa Twin Adventure Sport with an ex-showroom starting price of Rs 15.96 lakh. This time around, Honda updated the line-up with a new colour scheme for the Dual Clutch Transmission (DCT) variant as well as the manual transmission variant, and will be sold in Pearl Glare White Tricolor, and Darkness Black Metallic colour scheme respectively. Honda has officially opened bookings of the newest iteration of the big twin adventure tourer, across all Honda BigWing dealerships. The Africa Twin stays unchanged for 2021, which means the LED headlamps with cornering functions, cruise control, a five step adjustable windscreen, adjustable seat, heated grips and a tubeless tyre that is compatible with wire-spoke wheels all remain the same. It gets an updated frame and swingarm that helps reduce the kerb weight. Additionally, the 6.5-inch TFT touchscreen instrument panel is compatible for Apple CarPlay with an option for Bluetooth connectivity. The parallel twin motor still makes about 98bhp and 103Nm of peak torque, and is liquid cooled. Electronic aides include wheelie control, and a cornering detection system on the DCT variant.

Electric scooters for the urban youth

ODYSSE ELECTRIC Vehicles launched a new low-speed electric scooter, E2Go, at a starting price of Rs 55,499 (on-road, Mumbai), that can be ridden without registration, insurance or even a driving licence. The Odysse E2Go electric scooter is available in two variants- E2Go, and E2Go Lite priced at Rs 66,499. At the heart is a waterproof 250W BLDC motor paired either with a 28Ah lead-acid battery or a 1.26kWh lithium-ion battery. The battery can be completely juiced up in 3.5-4 hours. The company claims the E2Go has a top speed of 25kmph and range of 60km in a single full charge.

eBikeGo switches to solar power

TO PROVIDE a green and clean way of mobility, eBikeGo tied up with SKS CleanTech to convert its entire electric two-wheeler fleet with solar batteries, to avoid any carbon emission. The company has also installed solar panels where batteries will be charged with solar energy and vehicles will come and swap the batteries. Installation of the panels has started in Mumbai

Z650 and Versys 1000 updated

KAWASAKI SEEMS intent on making its entire 2021 range available for India at the earliest, and joining the new Z H2 are the Versys 1000 and the Z650 with a price tag of Rs 11.19 lakh and Rs 6.04 lakh (ex-showroom, India) respectively. While the Versys 1000 is officially a new model year motorcycle there aren't any changes to the Versys 1000, mechanically or otherwise. On the other hand, the middleweight naked gets some presence in the form of loud neon green rims that accent the existing Metallic Black Spark paint job.

At the center of the Versys 1000 is the same 1,043cc in-line four motor that is rated to 118.2bhp and 102Nm of torque, paired to a 6-speed gearbox that gets a slipper clutch. It also gets the extensive electronics suite that includes a five-axis Bosch IMU system, cruise control, two power modes, cornering ABS, traction control as well as three riding modes. The nifty auto-adjust flyscreen is an added bonus to its road touring credibility. The Versys 1000 also gets the full LED treatment, but the same 21-litre fuel tank, along with an extensive electronics package that includes Kawasaki Cornering Management Functions (KCMF), Kawasaki Traction Control (KTRC), and Kawasaki Intelligent anti-lock Brake System (KIBS).

The Z holds true to the family, carrying forward the same 'Sugomi' styling that sets the Kawasaki Zs apart from a clutch of middleweight roadsters. The rims are as far as cosmetic changes go, and there are no mechanical changes. The 649cc, inline two-cylinder, liquid-cooled engine produces 67.3bhp and 64Nm and pairs with a 6-speed transmission. The Z650 continues to get all-LED headlamps, tail lamps and indicators, a split seat and an exhaust that is routed to the underbelly of the bike. You also get Kawasaki's new 4.3inch TFT screen that gets a mobile connectivity suite with Bluetooth.

Grazia gets a Sports Edition

HONDA MOTORCYCLE and Scooter India launched the Grazia Sports edition at Rs 82,564 (ex-showroom, Gurugram). Introduced at a premium of Rs 1,000 over the Grazia disc variant, the new edition is available in Pearl Nightstar Black and Sports Red colour options. The Sports edition comes with fresh graphics that enhance its style quotient, along with new racing stripes and a restyled Grazia logo. Depending on the colour option, the rear suspension either has a black finish or red. The front arc and rear grab rail have a similar colour combination. Among the prominent features are LED headlamp, split LED position lamp, all-digital instrument panel, integrated pass switch, engine start/stop switch, external fuel lid and split grab rail. The Grazia is based on an under-bone frame, and gets telescopic suspension at the front and 3-step adjustable, spring-loaded hydraulic type suspension at the rear. There are black alloy wheels with tubeless tyres. At the front, you will find 190mm disc, while the rear has 130mm drum. At the heart is a 125cc PGM-Fi HET engine that develops 8.25bhp and 10.3Nm, mated to an automatic transmission.

Hero starts distribution of Harley-Davidson bikes

HERO MOTOCORP announced it has constituted a separate vertical to take forward the Harley-Davidson (H-D) business in India and has appointed Ravi Avalur as the Business Unit Head of the new vertical. Avalur will report to Hero Chairman and CEO Pawan Munjal directly. Avalur joined Hero MotoCorp from engines and engine components manufacturer Cooper, where he was the Head of Strategy and International Business and has also served as the Ducati India Managing Director. While Hero brought into its fold 11 existing H-D dealers across the country, it commenced wholesale dispatches of its products to the dealers late last month.

The announcement is in lieu of the agreement signed by Hero and H-D India to sell the latter's motorcycles, motorcycle parts, accessories and general merchandise through a network of brand-exclusive dealers and its own dealership network in India. Hero will also develop and sell a range of premium motorcycles under the Harley brand name.

Tamil Nadu gets TVS Scooty Pep+ special edition

TO CELEBRATE Pongal festivities, TVS launched the limited-edition Scooty Pep+ Mudhal Kadhal (First Love) exclusively for Tamil Nadu at Rs 56,085 (ex-showroom, Chennai). The logo on the new Mudhal Kadhal is in Tamil, and the limited-edition scooter has been introduced with fresh graphics, 3D emblem and a new colour combination. Power comes from 87.8cc, single-cylinder, ET-Fi Ecothrust engine that develops 5.44bhp and 6.5Nm, mated to a CVT unit.

Hero MotoCorp breaches 10 crore production milestone

HERO MOTOCORP surpassed the cumulative production milestone of 10 crore units, and in the process becomes the first Indian automobile manufacturer to do so. The company also announced its plan to launch more than 10 products, including variants, refreshes and upgrades, every year over the next five years. Talking numbers, the two-wheeler manufacturer crossed 1 crore mark in 1994, 2.5 crore in 2008, 5 crore in 2013, 7.5 crore in 2017 and finally 10 crore in 2021. The milestone was achieved with the roll out of Hero Xtreme 160R from the company's manufacturing facility in Haridwar, Uttarakhand.

The company also unveiled special celebration edition models of the Splendor+, Passion Pro, Glamour, Xtreme 160R, Maestro Edge 110 and Destini 125 to mark the special occasion, and these special celebration edition models will go on sale from this month.

Hero
100
MILLION

Dr Pawan Munjal, chairman & CEO, Hero MotoCorp, and Bollywood actor Shah Rukh Khan with the Hero Xtreme 160R

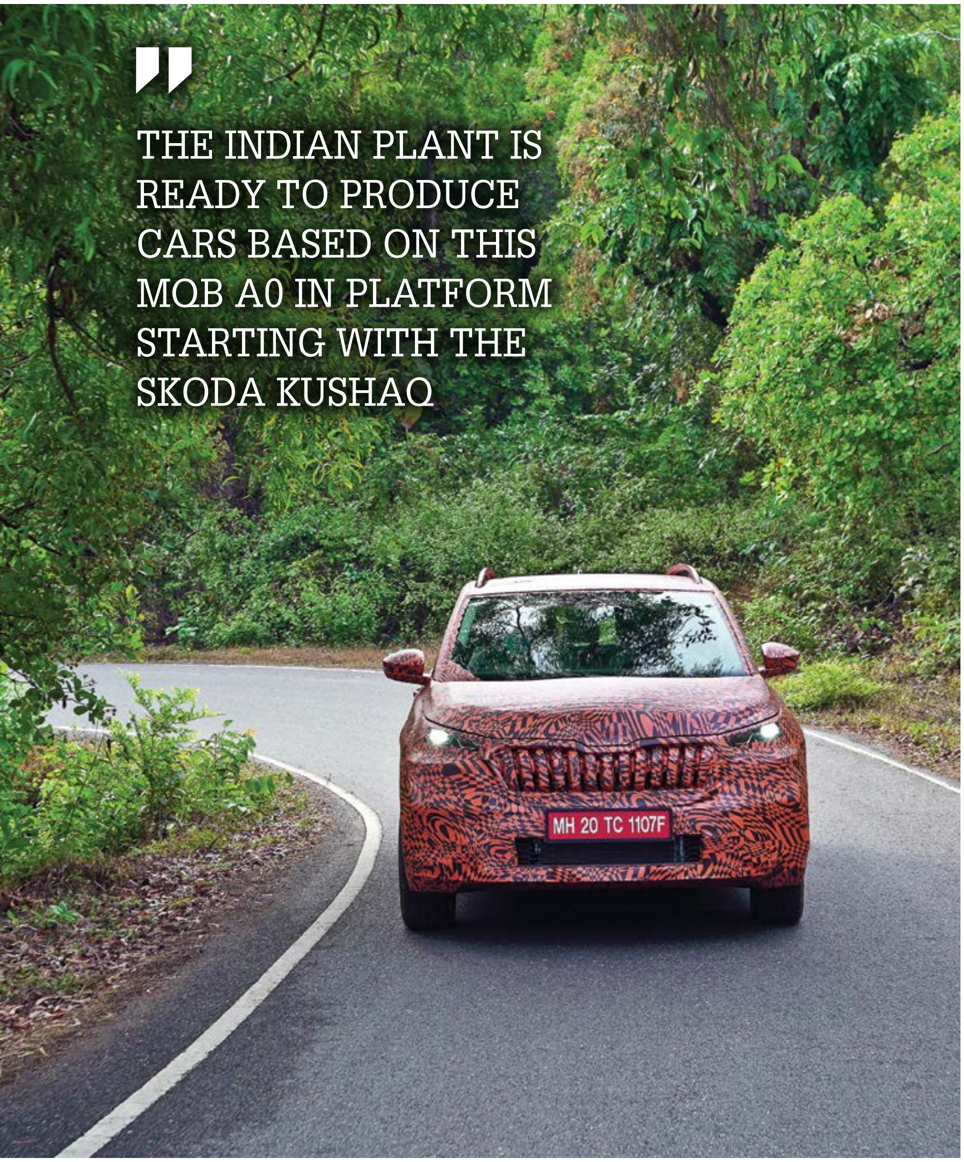
MH 20 TC 1107F

Make way for Skoda's king

Under the 'India 2.0' plan Skoda is in charge of the VW Group in India. **Rahul Ghosh** tells you all about the Kushaq, the first product as a result of this plan

The VW Group showed a rather bullish face last year when it announced that Skoda will be in charge of India operations. A new company called Skoda Auto Volkswagen India Private Limited, was born. Under this new operation, the Skoda Kushaq would be the first car to arrive and to be honest it has a lot riding on it. So let's delve deep into the Kushaq.

Skoda first showcased the Kushaq as the concept Vision IN last year. Not to forget the VW too unveiled the Taigun at the same time and that one too will be launched after the Kushaq. The Vision IN then was a rather fancy looking thing. While a lot of the 'glitter' will disappear in the production car, what will remain is the overall look. The grille up front looks rather interesting and the lights too will be sleek. The all-new Skoda Kushaq depending on the trim level features LED headlights and daytime running



> THE INDIAN PLANT IS READY TO PRODUCE CARS BASED ON THIS MQB A0 IN PLATFORM STARTING WITH THE SKODA KUSHAQ

lights. The tail and brake lights are also fitted with efficient and instantaneously responsive LEDs. The heavily camouflaged cars also revealed that the Kushaq will come with chunky tyres and sporty alloys. The flared fenders too add a sense of muscle to the SUV. Inside we felt that the concept version was a rather spacious one and even at the back there is plenty space. The boot too was rather deep and seemed capable enough to fit in generous amounts of cargo. Volkswagen Group's MQB platform is perhaps the most versatile of them all and most of the new generation VW Group cars are based on it in some form or the other. In India the story was rather different. The Indian plant was not ready for the MQB platform until now. After a major restructuring, the Indian plant will be ready to produce cars based on this platform starting with the MQB A0 IN. The platform is one of the most expensive ones the group has and it has chosen this for the Kushaq (as well as the VW Taigun). The platform is also conceived for cars planned for developing markets like India. While the platform itself is rather expensive, Skoda is all set to give the Kushaq a rather inviting price thank to another major achievement which comes in form of the 95 per cent localization which the Kushaq will have. The Skoda Kushaq to begin with has been conceptualized as a petrol SUV. Hence a diesel option is not on the cards. However there will be multiple petrol options which include a 1.0-litre TSI petrol engine and a 1.5-litre TSI. Three gearbox options will be offered, depending on the model: a 6-speed manual, a 6-speed automatic and a 7-speed DSG. For all those considering the Kushaq to feature AWD, there is bad news. The Kushaq will only be available as FWD.

The Skoda Kushaq will see a world premiere in March 2021 and will be launched in India subsequently.

DEFENDER
LAND ROVER
IND MH01DP3998

The Defender

Recreating something like the Defender is a tough task. Land Rover then had one hell of a challenge on its hand. We put the brand new Defender through its paces on a rather unique drive on the road and off it

PICTURES Nishant Jhamb

Likes

Looks, features, comfort, off-road features

Dislikes

It is a rather plush vehicle now as compared to the old one. Pricey too

ploughs on

Land Rover Defender 110

Engine
1,997cc
Power
300bhp@5,500rpm
Max torque
400Nm@1,500-4,000rpm
Gearbox
8-speed AT

Wheelbase(mm)
3,022
LxWxH (mm)
5,018x2,105x1,967

Top Speed
191kmph
0-100kmph
7.4s

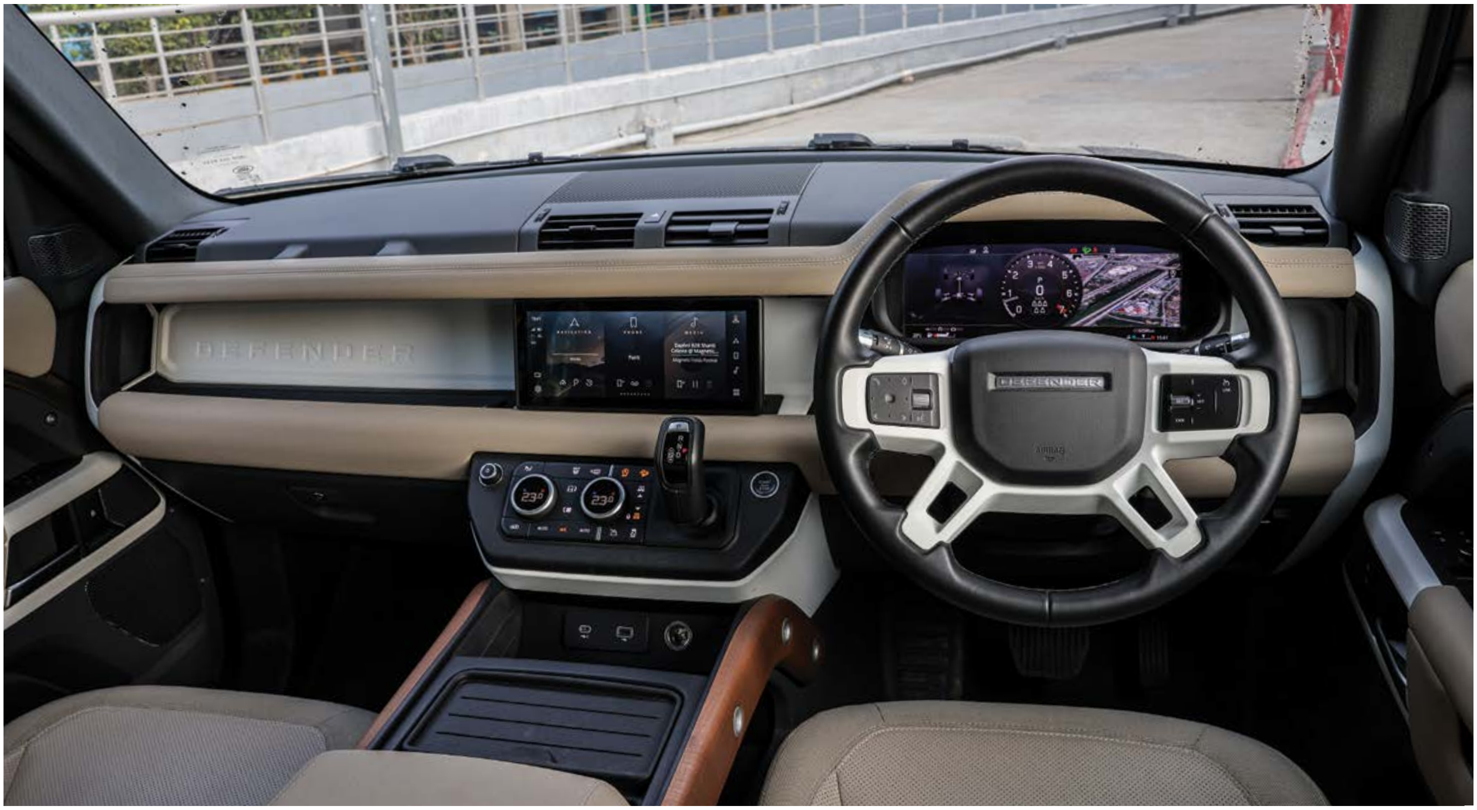
₹ **Price:** 89.22 lakh (ex-showroom, 2021)

The Land Rover was born out of the need for a simple machine which could go places and do things. The ladder frame chassis was tough and the body was made from Burmabright, a metal which was literally rust proof. The mechanicals were rather simple and a Land Rover could be repaired with simple tools on the farm. In short the Land Rover was a simpleton and when launched it found favour with a commoners and mainly farmers who could deploy their Land Rovers to do a host of farm chores. As time went by the Land Rover started evolving without losing any of its virtues. It could go anywhere and was cheap to repair.

The 2.0-litre petrol engine offers 300bhp and 400Nm of torque. It is mated to a 8-speed automatic transmission

The Land Rover then became the Defender, a name which has become a legend in the off road world. It is said that in many regions the first and only car they saw was a Land Rover and in all probability the Defender. After 67 years of being in production, the Defender was finally shelved a few years back. But there is no way that Land Rover would let such an icon fade away. Hence enter the brand new Defender.

Straight off the block, the new Defender features design ques from the older model. It looks modern yet nods to the past. The boxy front end, complete with the round headlamps on the fenders all scream old school. But the lights feature modern technology and offer a brilliant beam. The lighting panel flanks the big grille, atop which sits the badge announcing its legendary pedigree. Needless to say the sophisticated front end has a hint of the Range Rover in it. In profile the boxy design continues to impress. This is the 110in long wheelbase version and one can clearly spot massive ground clearance. The clearance gets further enhanced by flicking a switch



> AFTER 67 YEARS OF BEING IN PRODUCTION, THE DEFENDER WAS FINALLY SHELVED A FEW YEARS BACK. BUT THERE IS NO WAY THAT LAND ROVER WOULD LET SUCH AN ICON FADE AWAY

on the centre console where the air suspension lifts this behemoth a few more inches. It is also apt to mention that the older Land Rovers were mountain goats and what made them so was the tight ramp and departure angles. We are happy to report that the new Defender too offers the same and can climb rather easily. At the back the square lights which combine to be the tail light unit too harks back to the past. Needless to say there is a massive spare tyre sitting on the tail gate. Further to the usual fixtures the Defender can also be fitted with a barrage of goodies which include side boxes, ladders, roof racks and so on. Overall the new Defender is a stunning looking thing on the road.

Step inside and the Defender suddenly seems extremely luxurious as compared to the older car. It will be even right to say that the Defender is now at par with other modern day Land Rover luxury SUVs. The interior is bathed in leather with exceptional fit and finish. The dash board is every bit modern but looks old school. The floating center console houses an infotainment system which beams every bit of information related to the vehicle including the off road cameras. The center console also houses a small set of buttons to operate the climate control and the sophisticated 4wd system. The all digital instru-

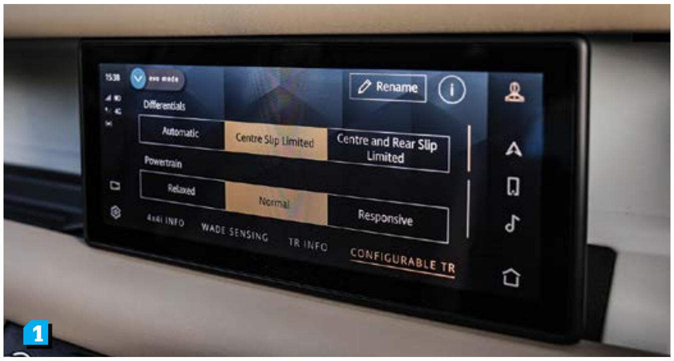
COMPETITION CHECK

BMW X7 XDRIVE 40I

ENGINE 3-litre **POWER** 335bhp
TORQUE 450Nm **PRICE** ₹ 1.07 crore

JEEP WRANGLER RUBICON

ENGINE 2-litre **POWER** 268bhp
TORQUE 400Nm **PRICE** ₹ 63.9 lakh



1. The floating infotainment system beams a multitude of information. 2. The all digital IP is also a class act. 3. The centre console looks old school

ment panel is also a delight in itself. At the back the seats are very comfortable and offer a lot of space. The same cannot be said for the collapsible third row. When it comes to cargo space, the Defender is rather versatile. With the rear seats folded one can cram in 2,277 litres of cargo. Now that should come rather handy for travelers. Now coming to the one and only drawback of this behemoth! Getting in and out of the Defender is like alighting from a truck. This is especially the case if the vehicle is raised to 'off road height'. This means for everyday use a side step is rather important. The other oddity comes in form of the rear visibility. Thanks to the massive spare and the headrests, the rear visibility is rather poor. To make life easier for the driver then, Land Rover has incorporated a rather interesting gimmick within the inside rear view mirror. At a flick of a button it turns into a screen which beams the feed from a rather high set camera. The driver then can get a clear view of the rear. The same can be further adjusted for rake.

The Defender we are driving is the 110 SE variant and it is powered by a 2.0-litre petrol engine. The motor chugs out 300bhp and 400Nm of torque. The motor is mated to an 8-speed automatic gearbox which sends power to all four wheels using a sophisticated 4wd system. Now 300bhp does not sound much. But let's get to the driving bit and check out if it is enough to power the two-tonne behemoth.

The first thing to impress is the driving position. You are literally seated on the first floor with acres of visible bonnet ahead. There is an enormous amount

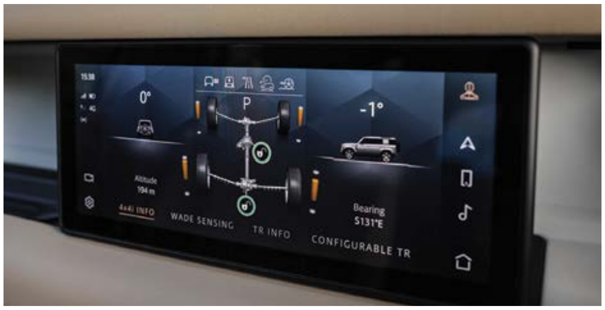
Land Rover Series 1 Although the LR was a rather rudimentary vehicle, it found many rich and famous patrons. Seen here is Sir Winston Churchill with one

Land Rover Series 2 With the Series 2 came many upgrades. Most notable amongst them were the headlights which were repositioned on the fenders. Many body styles were available and the Land Rover was a hit amongst farmers

Land Rover Series 3 Upgrades kept coming on the Land Rover. A very special one was also based on this model and was known as the 'Stage One V8'

Rear seat passengers get thier own air con controls and charging port are found aplenty as well

> ON THE ROAD THERE IS LITTLE TO DOUBT THAT THE DEFENDER IS HARD TO MISS. EVEN DRIVERS OF OTHER BIG SUVS JUST BUZZ OFF THE MOMENT THEY SPOT YOU



of cabin around as well. On the road there is little to doubt that the Defender is hard to miss. Even drivers of other big SUVs just buzz off the moment they spot you. The Defender then wafts along like a boat in comfort mode. The big SUV is rather easy to drive and thanks to the epic NVH packaging, there is barely any outside cacophony entering the cabin. Sure take offs are a bit sluggish but the Ingenium motor does offer good enough tug to power along. The gearbox too is not the fastest but gets the job done seamlessly. At high speeds, the Defender feels well under control and the steering too is well set up for the job. Ride

DEFENDER
MH01DP3998

With the suspension on raised mode, even tractor trails looked mild. The tyres grip well and the Defender can surely surely go anywhere much like its predecessor quality remains good and one can seamlessly criss-cross the country in this SUV. The best bit is that even those sudden nasty potholes and ruts cannot shake the mighty Defender and this offers the driver genuine peace of mind.

Now for the question which everyone has been asking which is how does the Defender perform off the road. We decided to take the Defender on a wild goose chase on a road which does not exist. We decided to try and get to the banks of the river Yamuna as the crow flies. As we turned off the tarmac, the road ahead first threw up a deep sandy patch. A flick of a button later we were in 'Sand' mode on the Terrain Response System and the massive tyres ploughed through like no big deal. A lot of sand could be seen flying off at the back but inside the Defender, we were enjoying the rather neat audio system. As we continued through the ruts we could feel the articulation and at times two wheels were clearly in air. But the Defender kept going. We were now surrounded by agricultural fields around. This meant that up ahead we had to negotiate tractor trails

DEFENDER The Series Land Rovers gave way to the 'Defender' name. In all the vehicle was in production for nearly 67 years. The new Defender then is a reincarnation

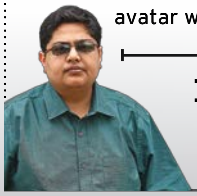
Driving the original Series 1 Land Rover A few years back, Land Rover celebrated the 70th birthday of the brand worldwide. In India we were invited to a rather discreet village in West Bengal called Manybhanjang. It is the Land Rover capital of our country and it is here that one can still see these old vehicles plying on what once used to be donkey trails. The drive to Sandakphu, a high mountain pass revealed why locals still vouch on these old Land Rovers. Simple to look at and easy to fix along with the climbing capability of a mountain goat. That's all what is needed. Interiors are simply rudimentary and inside one can hear all the noise eminating from the old petrol engine. It was surely an amazing experience

1. The third row is best suited for kids. Fold the two rear rows and get 2,277 litres of cargo space. 2. The tail lights inspired from the older cars but feature LEDs

which looked sinister. The muddy ruts were deep and this called for a raise. A flick of a button later, the Defender was set at ‘Off road’ height and the thing ploughed on. The massive ground clearance meant that the underbody was kept safe apart from the fact that it got really muddy. The Defender just kept going much to the amusement of the locals. With the Yamuna in sight now, we were confident that we would make it. But up ahead was a rather steep obstacle. Thanks to no roads, we had to drive down it. This is where the tight ramp and departure angles came into play. The ground clearance was such that inspite of being a LWB vehicle the Defender inched down the hillock with ease! It was an epic drive and were now on the banks of the Yamuna. The Defender then quite simply is unstoppable.

VERDICT

The Land Rover Defender always had a tremendous following worldwide. In India too there are many who own and drive Land Rovers and especially the Defender. So, will this new one impress them? Well it should. The Defender looks epic and has proper go anywhere capability just as the old one. What it additionally gets is luxury and that was always missing from the Defenders. The new one feels rich to be in thanks to the excellent cabin. It is spacious too and not to forget the potload of features it comes with. As far as off road performance goes, I was a bit sceptical about the long wheel base version. However let me tell you that things which we did with our test vehicle has given me the assurance that the Defender even in its LWB avatar will go anywhere.



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MH01DP3998

CRICKET
STADIUM

Likes

Third row space, safety, sound system

Dislikes

Small screens and displays, too much like Harrier

MH 14 TC 180 E

The icon is Back

Tata Motors is launching the three row version of the Harrier as the Safari. We drove the car before its launch to find out whether it matches up to the Safari moniker and also how it drives and how it differs from the Harrier

PICTURES Nishant Jhamb

Tata Safari XZ+/XZA+

Engine
1954cc Inline 4 turbo-charged Kryotec 2.0L diesel
Power
170bhp@3,750rpm
Max torque
350Nm@1,750-2,500rpm
Gearbox
6-speed MT/
6-speed AT

Wheelbase(mm)
2,741
LxWxH (mm)
4,661x1,894x1,786
Boot
73l (behind 3rd row)
447l (2 rows) 910l

Top Speed
NA
0-100kmph
NA

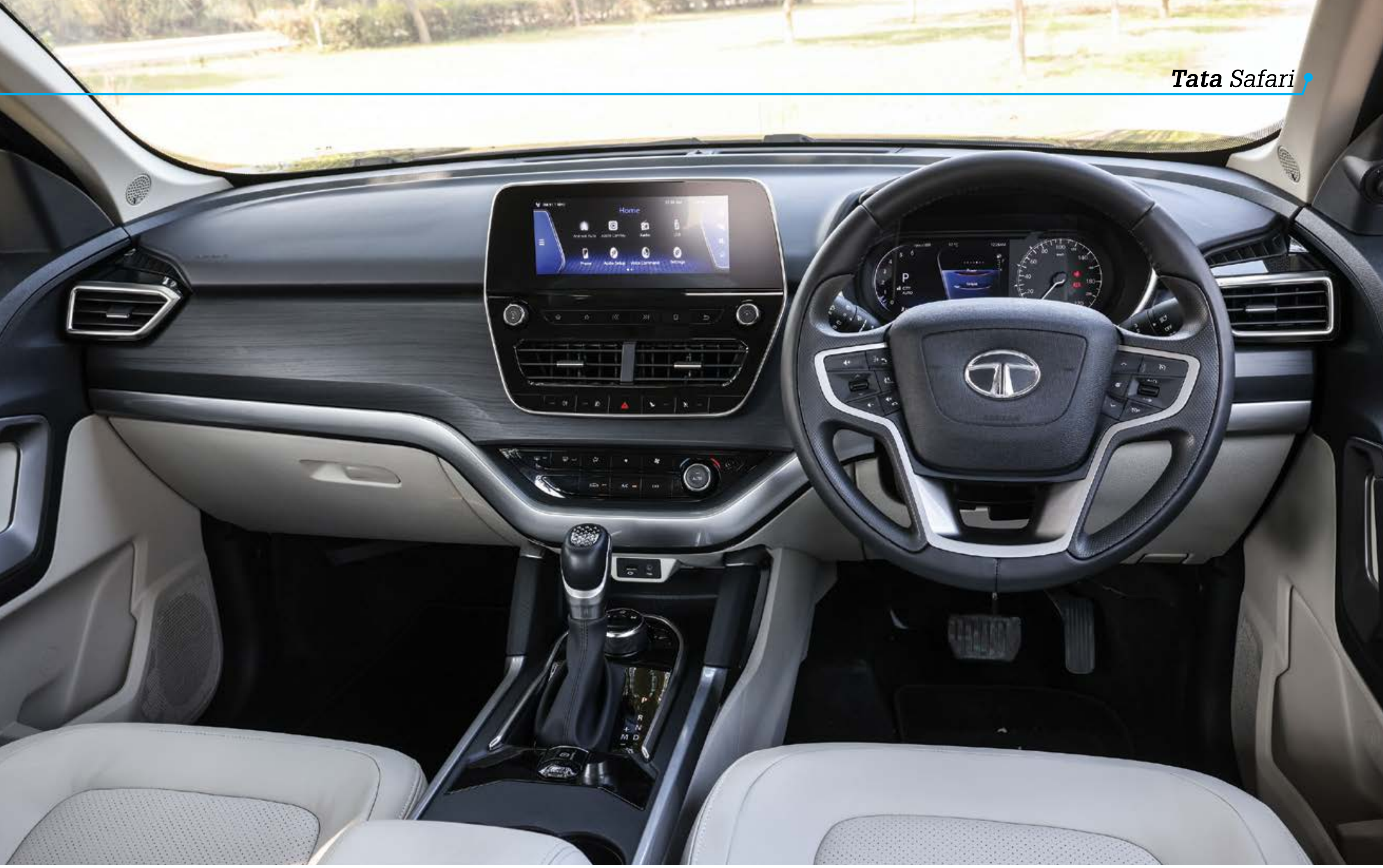
Price: TBA
On sale Feb 21

What does the new Safari have in common with the iconic SUV that heralded Tata Motors' arrival onto the SUV stage? Well, not much actually. Apart from the fact that they are both seven-seaters. The Safari from its launch in 1998 had undergone changes of powertrain as well as platforms and the new Safari retains nothing from either of the past SUVs. Whether it was the body-on-frame architecture or the independent rear-suspension geometry – the new Safari has nothing of those. And while the Safari was always available as a 4WD vehicle, the new Safari is available only as a 2WD and the driven wheels are also now the front wheels unlike the previous generations of Safari where the 2WD versions were RWD. Besides, the Safari had always been a rugged SUV with a body-on-frame chassis, for the Harrier and consequently for the new Safari, Tata Motors has adopted a heavily modified version of the Jaguar Land Rover D8 architecture that was itself a modified version of the Ford EUCD platform. To cut a long story short, the OMEGA-Arc (short for Optimal Modular Efficient Global Advanced Architecture) platform is a cheaper version of the JLR platform, with the use of a lower proportion of high tensile strength steel as well as the doing away of the multi-link independent rear suspension in favour of a take on the cheaper semi-independent twist beam axle suspension that Tata Motors is calling the twist blade with panhard rod suspension. Of course the same suspension also does duty on the Harrier.

KRYOTEC
170

The Kryotec 170 is a Fiat sourced unit and is widely used within India by marques ranging from MG to Jeep

> THIRD ROW HAS ADEQUATE HEADROOM AND BY ADJUSTING THE SECOND ROW, ONE CAN ARRIVE AT OPTIMUM LEG SPACE FOR ALL THREE ROWS, ENOUGH FOR ADULTS



The dashboard, infotainment system touch screen as well as the instrument panel are all exactly the same as on the Harrier albeit with a handful of added features

By now everyone has seen the Harrier and appreciated its looks and the new Safari is exactly the same, atleast till the C pillars. The Harrier has a sloping roof line while the Safari has a more or less rising roof line. The rear though is the biggest difference there is between the two but the overall treatment is the same as the cars have been designed under the same Impact 2.0 design philosophy. The black strip connecting the tail-lamps is directly reminiscent of the Altroz while the lower chrome embellishments around the tailpipes and the connecting strip that looks like a skid-plate wannabe have the same thought process behind them as they do on the Harrier. What also makes the Safari more imposing are the 18in wheels that give it a more majestic look.

On the inside the Safari is essentially the Harrier, for the first two rows of seats at least. But the striking difference on opening the door is the white leather seat upholstery, part of the oyster white interiors theme, that makes the cabin look premium and up market, so to say.

The dashboard, the instrument panel, the infotainment system are all exactly the same as on the Harrier. But there are some small differences, or rather upgrades I should say. There is a tyre pressure monitoring system to start off with. In the floor centre console, behind the gear lever used to be the aircraft-style parking brake – well that has been replaced by a switch for the electrically operated parking brake that on the automatic gearbox also features and auto hold function.

The front passenger's seat also features the boss mode – a lever on the inside of the backrest by which the seat can be moved forward and can easily be operated by either the passenger (read boss) sitting at the back or by the driver himself.

The Safari now has an option of a six or a seven seat configuration with either captain seats in the second row or a 60:40 split bench. And that's where the Safari is different – being longer than Harrier by 63mm and with an extra row of seats being thrown in. Access to and the space in the third row is better than most other three-row vehicles in its segment and maybe a segment or two above as well. There is adequate headroom and by adjusting the captain's seat in the second row, one can arrive at optimum leg space for all three rows, enough for adults.

The Safari, gets an additional air conditioning unit for the third row with its own controls on the right of the vehicle in the window sill, while the left side on the third row has an additional two USB charging ports.

COMPETITION CHECK

MG HECTOR PLUS

ENGINE 2-litre **POWER** 170bhp
TORQUE 350Nm **PRICE**₹ 19.1 lakh

MAHINDRA XUV500

ENGINE 2.2-litre **POWER** 153bhp
TORQUE 360Nm **PRICE** Rs 19.3 lakh

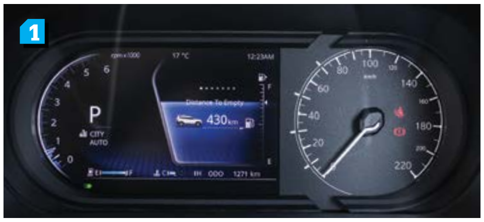
MH 14 TC 180 E

> THE ENGINE IS SMOOTH AND THE MANUAL SHIFTS ARE ACCOMPLISHED WITHOUT BREAKING INTO A SWEAT. THE AUTOMATIC THOUGH FEELS A BIT OLD SCHOOL

The only problem is the luggage space which with all three rows in use is a miniscule 70-odd litres. With the 3rd row folded over there is respectable 447 litres of luggage space.

Again there is absolutely no difference between the drivetrain of the Harrier and the Safari and coincidentally the Jeep Compass and the MG Hector and Hector Plus as well. While the vehicles share the same Fiat-derived 1,954cc Multijet II turbocharged diesel engine and the same manual gearbox, Tata Motors has gone in for a Hyundai 6-speed automatic transmission. The engine is a smooth and hassle-free unit and with the recently upgraded power rating to 170bhp, it is no slouch either. There is 350Nm of peak torque also available from a relatively low 1,750rpm and upto 2,500rpm it remains constant. There is no petrol engine available on the Safari yet and there is no option of a 4WD either.

Don't be fooled with all the #reclaimyourlife hashtags that you are going to be seeing all over social media. This is not a vehicle with go anywhere ability, missing the most basic ingredient for that – four wheel drive capability. So while the adequate for bad terrain ground



1. The IP is exactly the same as on the Harrier except now there is TPMS displayed in the MID in the centre of the IP. 2. Comprehensive steering mounted controls. 3. Nicely patterned gearknob

4. The infotainment screen looks good but has a very small display area 5. The electric parking brake is a new addition as is the auto hold function. 6. The terrain response system basically changes maps of the ESP system. 7. Internally and electrically controled rear view mirrors. 8. The B and C pillars have air vents for the 2nd and 3rd row. 9. Adequate space for a mid-sized adult but with missing under-thigh support

1.There is an option of buying the Safari as a six seater or as a seven seater with a bench seat for three in the middle as opposed to captain seats in the second row. 2. There is flexibility in case extra luggage needs to be carried

clearance will help you take it off the road that is just about it.

There is a set of driving modes that are operated by buttons on the centre console below the infotainment screen and those change performance by changing the engine mapping – varying from sport to Eco. The rotary knob for terrain changes the characteristics of the ESP and aids dealing with challenges through that – like for wet road surface.

The driving experience is also very much similar to that of the Tata Harrier. The engine is smooth and the manual shifts are accomplished without breaking into a sweat. The automatic though feels a bit old school as Hyundai itself has upgraded this automatic to an 8-speed unit across most applications. Jeep which is using the engine on the Compass has mated it to a 9-speed automatic. The steering is light and easy to use around the city but on the highways feels a bit over-assisted. Ride quality is good over the normal Indian roads but the suspension seems to crash into some of the poorly done joints on the concrete highway. While a lot has been said about NVH, there are still a few areas of concern and one of them is keeping the gear lever isolated from the vibrations of the powertrain. Body roll is controlled and the big wheels with big shoes help in providing high speed stability.

VERDICT

Add a few centimetres to the Harrier and put in a third row of seats and the Harrier becomes the Safari. Well, it's not as simple as that, but in essence, that's the big story. The Safari and the Storme were essentially different vehicles and the new Safari is even more different from the Storme than the Storme was from the original Safari. But name games apart, the new Safari has a lot going for it. The Harrier was and is one head-turning SUV and the Safari continues in the same vein. Many of the shortcomings on the Harrier were addressed with the launch of the automatic, and those have been brought forward to the Safari as well. And as far as the market for sis and seven seaters go, I don't think any other vehicle in this price segment would be offering as much comfort for the third row. And if the pricing is competitive enough, it may be taking numbers away from five seaters as well, Indians after all like imposing looking vehicles and the Safari is no slouch at that.

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MH 14 TC 180 E
SAFARI

The Altroz just got a bit hotter

Tata Motors has added a new variant to the Altroz lineup. The new variant is not just about cosmetic changes but also offers a new turbocharged petrol engine. The Altroz i-Turbo then should bring the Altroz to hot hatch territory. But does it? We find out

There is little to doubt the fact that new age Tata cars are extremely cool to look at. Look at the Nexon, Tiago and even the Altroz. They all look rather interesting. So for once we are happy to report that the new variant of the Altroz you see splashed on these pages looks identical to the older car. The only change made comes in form of the new shade of blue which the company calls 'Harbour blue'. To be honest it sure looks very attractive and adds to the sporty demeanor of the Altroz. One small change made comes in form of the'i-Turbo' badge at the back and that's it.

Inside too changes have been made to the software part of it and not the hardware except for the leatherette seats. They look good and are rather comfortable to sit on. Moving on to the software part of it, the new Altroz i-Turbo gets an upgraded infotainment system. It comes with two additional tweeters which add to the audio experience. Apart from that the system now responds to Hinglish as well. The company claims that the new system can understand as many as 70 voice commands. This sure comes handy on the move. The Altroz i-Turbo from here on continues to offer a rather spacious cabin with the same wide opening doors which allow for easy ingress and egress. The only change we would have liked to see is in form of the air purifier system which not just occupies a valuable cup holder but also eats up the USB socket.

Now for the most important aspect of the new Altroz which is the new engine. The Altroz has been given the 1.2-litre turbocharged petrol engine which is also deployed on the Nexon. The motor in the Altroz is deployed

Tata Altroz i-Turbo XZ+

Engine
1.2-litre turbo petrol
Power
110bhp@5,500rpm
Max torque
140Nm@1,500rpm
Gearbox
5-speed MT

LxWxH (mm)
3,990x1,755x1,523
Wheelbase
2,501mm
Boot space
345 litres

Price Rs 8.86 lakh
(ex-showroom)
On sale Now

PICTURES Nishant Jhamb

WHAT'S NEW

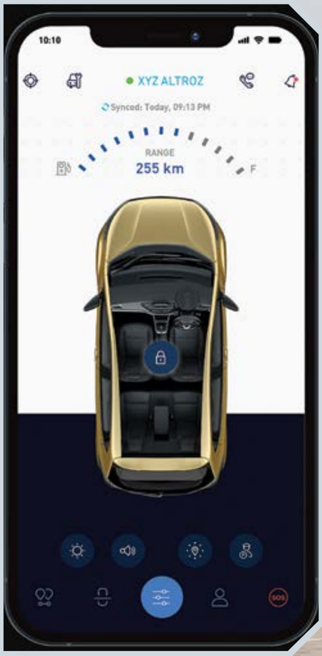
HARMAN
11:58

1 The infotainment system remains the same but there are more functions now. Two additional tweeters have been added as well

2 The 1.2-litre three-cyl turbo petrol engine comes from the Nexon

The Altroz in your phone

Manufacturer's these days are busy developing and offering connectivity features in cars. Tata Motors then is no different and has come up with the IRA application. The app can be downloaded on Apple and Android phones and from then on the Altroz i-Turbo will literally be under your command. On start up the app beams fuel levels and range. From then on a host of features are available from switching on lights, to geo fencing to getting speeding alerts, the app sure offers host of features. There is a valet mode as well. Overall the app functions rather well and we were also happy to note that the operation time was just under two seconds!



> THE NEW ALTROZ I-TURBO OFFERS A RATHER HEALTHY FUEL EFFICIENCY OF 18.13KMPL AND CAN DO THE ZERO TO 100KMPH DASH IN A SHADE UNDER 12 SECONDS

No major changes made to the cabin except for the addition of leatherette seats. Infotainment system understands 'Hinglish' and responds to up to 70 commands

in a lower state of tune and offers 110bhp and 140Nm of torque. According to the company the new Altroz i-Turbo offers a rather healthy fuel efficiency of 18.13kmpl and can do the zero to 100kmph dash in a shade under 12 seconds. There is a five-speed manual transmission and we hear that a DCT is coming soon. Tata has also added new driving modes to the Altroz. In this new i-Turbo variant they are called 'City' and 'Sport'.

On the go the Altroz feels rather smooth inspite of being powered by a three-cylinder engine. The car takes off fast and gets to high speeds easily. However

ALTROZ
MH 14 TC 206 AA

there is literally no 'boost' felt from the engine. Instead power delivery is rather linear and comes in from around a low 1,800rpm and keeps coming till it hits higher reaches of the rpm meter. There is also ample torque on tap and this allows for smooth take offs in higher gears. Push the hatch harder and it will get to 120kmph in third and once the driver shifts up 140kmph too is achievable rather easy. But all this happens in 'Sport' mode. In 'City' things become a bit sedate as the car changes its mood to a more somber one. In our opinion, if you are buying the Altroz i-Turbo, keep it in Sport mode to have all the fun.

Moving on to the other good bit about the Altroz i-Turbo, the ride and handling. The hatch has been set up in a rather European flavor and this means a stiff suspension. This also means that at higher speeds the Altroz gobbles up ruts and potholes with ease. Even the odd speed breaker does not shake it. It also handles corners rather well and body roll too is well controlled. The steering is tuned to offer good feedback and this adds to the driving experience of the Altroz. The setup is such that it also feels at home in tight city spaces and parking the big hatch is no problem as well.

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At full stretch

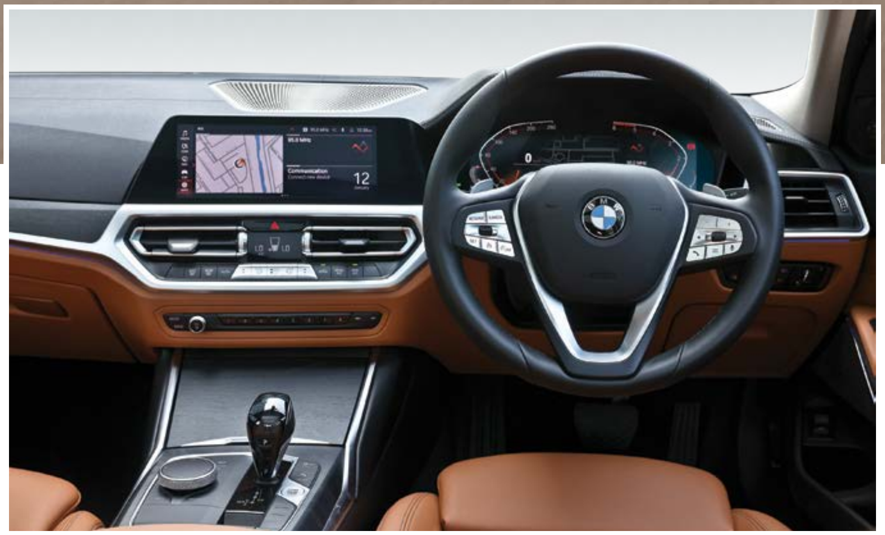
If the 3 Series is sporty and doesn't want you to leave the driver's seat then the new 3 Series Gran Limousine is here to offer the pleasure of being driven around in its extended wheelbase format

The BMW 3 GT became popular due to its coupe silhouette and the kind of space it had to offer versus the regular 3 Series. But you know what they say about all good things right? Well, the 3GT is on its way out and in its place comes in the new 3 Series Gran Limousine.

PICTURES Nishant Jhamb

Just to make things clear, this is a new variant more than an all-new car so a lot remains the same. Especially the exterior styling where apart from the new badging including L to denote the long-wheelbase version, the LED headlamps, the big but not obnoxiously so signature kidney grill and even the tail lamps are the same as the regular 3 Series sedan. The difference lies in its length.

Christened Gran Limousine, this extended wheelbase version of the regular 3 Series sedan sees an overall increase in length of 120mm, the wheelbase extends by 110mm and most importantly, there is an increase in rear legroom by 43mm. And this increase



You're greeted with a familiar dashboard of the 3 Series sedan that's focused towards the driver but adds a few blingy highlights and details as distinguishers

BMW 320Ld Luxury Line

Engine
2.0-litre, 4-cyl, turbo-diesel
Power
190bhp@4,000rpm
Max torque
400Nm@1,750rpm
Gearbox
8-speed automatic

LxWxH (mm)
4,819x1,827x1,441
Wheelbase (mm)
2,961
Top speed
235kmph

Price Rs 52.50 lakh (ex-showroom)
On sale Now

in rear space should make it obvious that the 3 Series Gran Limousine has been designed for those who are looking to spend a considerable amount of time being driven around.

BMW has made the rear seats a bit more comfy with extra padding but apart from that most of the convenience features remain the same. So you do get a couple of fast charging USB ports, dedicated climate control with just two vents, ambient lighting, an armrest with some storage, a couple of cup holders and a panoramic sunroof to make the cabin feel airier. It does miss out on blinds and that would've been a thoughtful touch for the 3 GL.

Just in case you decide to swap seats with your chauffeur, you are going to enjoy driving the 3 Series Gran Limousine too. A 2.0-litre, turbo-diesel under the hood that develops 190bhp and 400Nm of torque, makes for a brisk pace as soon as you step on the throttle. The 8-speed torque converter automatic transmission shifts pretty smoothly and for a bit of added oomph, you can always hit the Sport button on the centre console and enjoy a tad more immediacy from the throttle response along with faster shifts.

The steering response is sharp and goes well with the suspension setup that leans towards a stiffer ride although we would've expected the ride quality to be a bit more plush given the Gran

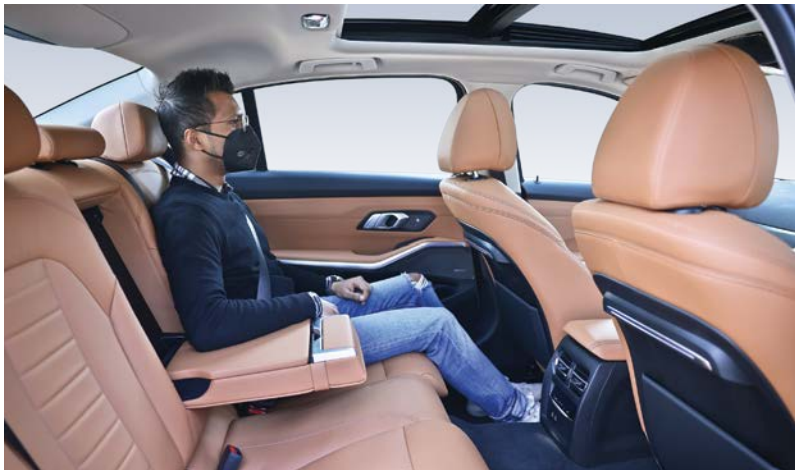
> THE REGULAR SEDAN STILL HOLDS ITS APPEAL AS A DRIVER'S CAR WHILE THE 3 GL ATTRACTS THOSE WHO SEEK REAR SEAT COMFORT

320Ld
HR/26/TC/2018/64/7
www.bmw.in

Limousine's focus towards rear seat comfort. You will feel the undulations on the road but the ride never gets uncomfortable in the front or at the back.

There is also a 2.0-litre, turbo-petrol 330i trim priced at Rs 51.5 lakh alongside an M Sport First Edition variant at Rs 53.9 lakh, that brings along 258bhp and 400Nm and, surely promises more time being spent in the driver's seat but this 320d trim that we've driven, strikes a better balance of comfort and likeable performance. It loses none of its BMW driving pleasure and yet offers a tad more, if more of your days are going to be spent in the backseat. BMW will sell the regular 3 Series alongside the 3 Series Gran Limousine and that's a good thing. The regular sedan still holds its appeal as a driver's car while the long wheelbase Gran Limousine will bridge the gap to the 5 Series, attracting those who seek rear seat comfort from the car. It is also the first long-wheelbase model in the segment and that partially justifies the premium it commands over the competition.

WHAT'S NEW



Rear seats feature extra padding and bolstering; wireless Android Auto and Apple CarPlay are welcome additions for connectivity

Abhik Das
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Extra toppings

Just over a year after the launch of the GLC facelift, Mercedes-Benz has rolled out another update for the SUV and we take you through all that's new

PICTURES Nishant Jhamb

Mercedes-Benz GLC 220d 4MATIC

Engine
1,950cc 4-cyl diesel
Power
194bhp@3,800rpm
Max torque
400Nm@1,600-2,800rpm
Gearbox
9-speed AT

LxWxH (mm)
4,658x1,890x1,644
Wheelbase (mm)
2,873
Top speed
215kmph

Price Rs 63.15 lakh (ex-showroom)
On sale Now

A little over a year after the launch of the GLC facelift that brought with a redesigned exterior and the latest MBUX setup, Mercedes-Benz has rolled out another update for the SUV. There aren't too many changes/additions but they do help improve the overall package. Visually, the GLC remains unchanged. Mercedes-Benz has however added two new colours to the palette – Brilliant Blue and High Tech Silver. Unfortunately, our test car came finished in Graphite Grey so we didn't get a chance to see either of those colours in the flesh. Within the cabin is where the real changes have been made. Among the most prominent is the introduction of a fully-digital instrument panel. Users can choose from three preset themes – Sport, Classic and Progressive. It also lets you configure the display to relay information as per personal preferences. The display itself is crisp and easy to read on the

GLC's dashboard features a black finish with silver inserts and a healthy dose of faux wood trim for the centre console, which is the only option available

go and all of the information available can be accessed via the right touchpad on the steering wheel. 360-degree camera view is another new addition to the GLC. It lets you toggle between multiple views – front, rear, top, side, etc. – and the resolution is good enough even for darker environs like basement parking. Its chief rivals BMW X3 and Land Rover Discovery Sport do not feature a 360-degree camera setup giving the GLC and edge over the two.

2021 Mercedes-Benz GLC comes with massage function for the front two seats. There are two types to choose from – Wave and Pulsating – with varying levels of intensity. The massage function can be accessed via the central display. This feature is uncommon in the particular segment and amongst the GLC's rivals, only the

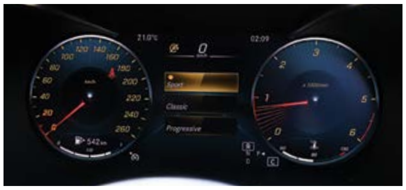
> UPDATES MIGHT NOT BE TOO SIGNIFICANT BUT THEY CERTAINLY HELP ENHANCE THE GLC'S OVERALL APPEAL AND HELP CEMENT ITS POSITION AS ONE OF THE BEST IN THE SEGMENT

Volvo XC60 gets front massage seats. The introduction of the Mercedes me connect suite adds a whole host of connected car features including location-based services, information pertaining to the vehicle accessible via a smartphone app and its integration with Alexa or Google home devices. That pretty much sums up all that's new.

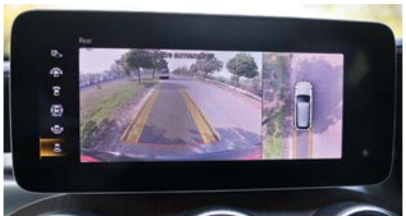
As before, buyers get to choose from two variants. There's the GLC 200 that comes with a 2.0-litre turbo petrol and 9-speed AT good for 197bhp of maximum power and 320Nm of peak torque. The other option is the GLC 220d 4MATIC with a 2.0-litre diesel and 9-speed AT good producing 194bhp and 400Nm of peak torque. An all-wheel-drive setup is restricted to the diesel variant only. Prices of the Mercedes-Benz GLC have gone up by around Rs 1.5 lakh to Rs 2.0 lakh. The GLC 200 is now priced at Rs 57.40 lakh (ex-showroom) while the GLC 220d 4MATIC retails for Rs 63.15 lakh (ex-showroom). For comparison, the Land Rover Discovery Sport is priced between Rs 60.99 lakh and Rs 64.46 lakh (ex-showroom), the BMW X3 retails for Rs 61.80 lakh to Rs 62.50 lakh (ex-showroom) and the Volvo XC60, available only with a diesel engine in a single trim, costs Rs 59.90 lakh (ex-showroom). The Mercedes-Benz GLC may not exactly set benchmarks in its segment in a specific department, but it is a very well-rounded offering. It's comfortable to be in, quick enough when you need it to and there's enough space to suit most buyers' needs. These updates might not be too significant but they certainly help enhance the GLC's overall appeal and help cement its position as one of the best in the segment.

GLC 220d
MH.14 TCF.77

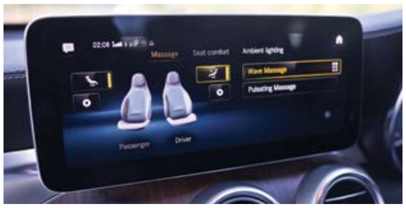
WHAT'S NEW



1 Instrument panel is an all-digital affair with present themes to choose from and configurable displays within



2 There is now a 360-degree camera setup with multiple views on offer that can be selected via the touchscreen



3 GLC's front seats feature massage function but only for the seatback

4 Mercedes' me connect adds connected car features and provides access to vehicle status and location via a smartphone app and more

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Test No.

212 to 214

Honda City

1.5-litre, petrol, 121bhp

vs Volkswagen Vento

1.0-litre, turbo-petrol, 110bhp

vs Toyota Yaris

1.5-litre, petrol, 107bhp

The underdogs

Nearly a decade later, Volkswagen still holds faith in the Vento. Toyota thinks the third generation Yaris is good enough for India in 2021 but do they really stand a chance against the king, the all-new Honda City?

PICTURES Gurdeep Bhalla

UP16CQ4294

If you're flipping through pages and screens to find the solution then you already know that it is a difficult question to answer. A brand new generation of a Honda sedan with a string of memories attached with its loyalists, being compared to two cars that have stubbornly been nearly the same as when they had arrived. This made for a compelling reason to find out if VW's and Toyota's formula for success can actually compete with a rewritten success story. Petrol, manuals were the choice back then and we're sticking to the same choices in this test.

Nearly two decades ago, the sedan was the most aspirational car that one looked forward to owning as a sign of stepping up in life. Come 2021, that aspiration has taken other four-wheeled forms based on a variety of factors that the years of technological development and choices of cars has brought along. Does that mean we've forgotten the affable mid-size sedan? Well, as much as we've moved on, the sedans in this segment have too and still remain an important part of a manufacturer's product portfolio even if the all-enticing SUV becomes more mainstream than ever before.

Honda is so deep into this game that despite a line-up of very competitive cars, the City takes centre stage whenever a new version is announced. Being a former owner of the first-gen Honda City, there are many aspects in which the car trumped its rivals even as far back as 2003 and Honda hasn't failed in the past four generations of the car since then. The fifth generation City is no different, especially now more than ever.

Forever changing times are way different than that era and analogue anything in automobiles is only appreciated on a sunny Sunday brunch of a vintage car rally. The sedan now has to not only excite the enthusiast in you, it will also have to make the daily grind comfortable, keep your phones charged, connect to the outside world and still be able to keep the accountant happy with its price tag and pennies to a litre.

I even found myself already setting expectations of benchmark standards as I approached the car to start this road test and the new City didn't disappoint. It looks very similar to the latest generation of the Civic, sharp, classy, a hint of sporty and unmistakably Honda. LED lighting is the norm now and the City has them glittering at both the front and back with both ends now stretched between a longer, wider body. Against the other two in this test, you could visually tell that it will pack the most space.

MH14JA8370

> THE CITY LOOKS VERY SIMILAR TO THE LATEST GENERATION OF THE CIVIC, SHARP, CLASSY, A HINT OF SPORTY AND UNMISTAKABLY HONDA

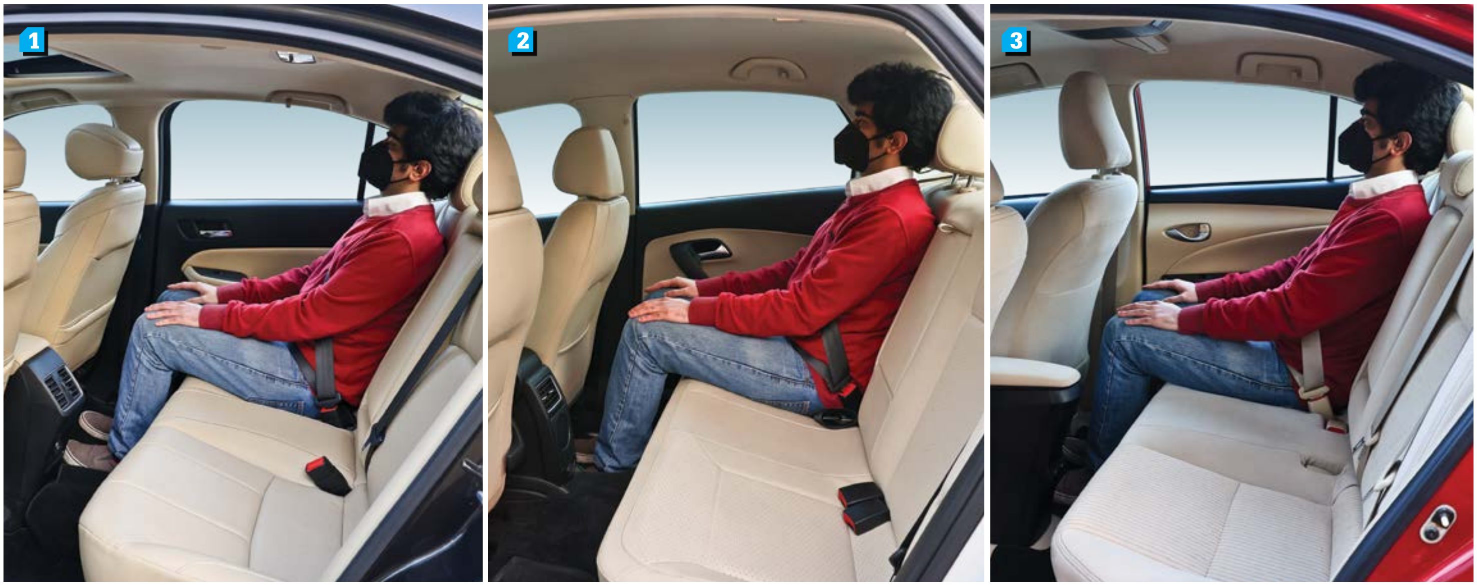
1. City's engine is the most powerful of the three, is quick off the line and packs decent mid-range. 2. The Vento's engine has a strong pull throughout the rev-range, the six-speed gearbox uses tall ratios. 3. The Yaris' 1.5-litre mill is mild-mannered and packs more top-end power limiting usability

UP16CQ4294
KA-42-N-087

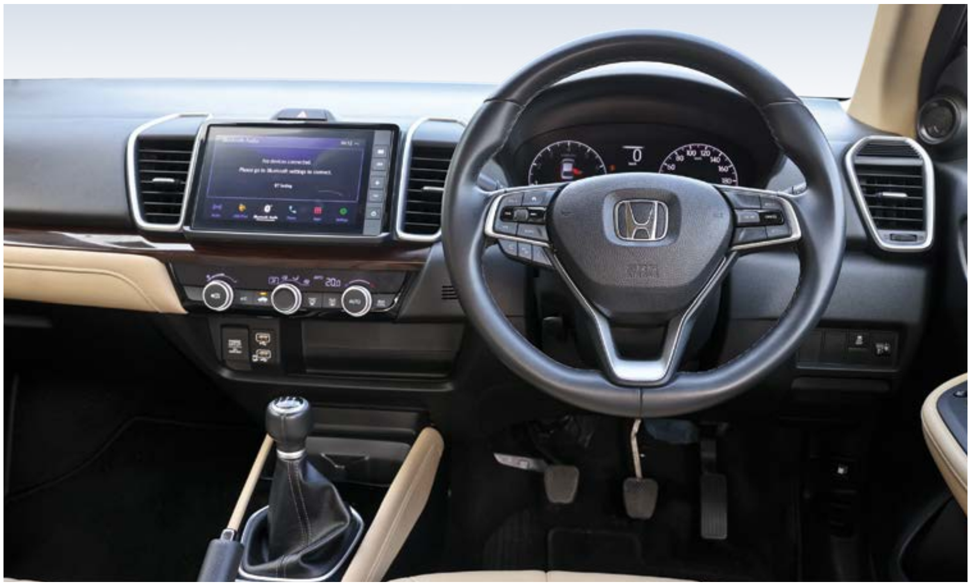
> THERE IS AN ARTIFICIAL HEFT TO THE YARIS' STEERING THAT BECOMES VERY ANNOYING DURING SLOW SPEED MANOEUVRES; THE SUSPENSION COULD BE BETTER IN ITS OVERALL DAMPING CAPABILITIES

To step inside the car, it even greets you by automatically unlocking the doors as you approach the door. Step inside and the plush cabin with leather trims on the seat as well as the dash greets you to a very likeable space that feels that it's made of quality materials. Combined with ambient lighting, a sunroof and beige being the dominant colour, the City's cabin is where you'd want to be. There is no analogue anything here, Honda has stepped the game up in the segment by offering a colour, 7-inch TFT instrumentation that you can toggle through with ease, offering a plethora of computed running data. 8-inch touchscreen aside, there are nifty convenience features that make living with the car on a daily basis a much more pleasurable experience. The power windows and sunroof can be operated with the key fob especially if you have a knack of forgetting to roll them up as you leave in a hurry. The car even auto locks as you walk away. Rear passengers get charging ports, air-con vents and a sun blind for the rear windscreen. Even the air-con controls have a positive click built into them while the temperature knob changes colour based on the selected setting. I did miss a wireless charger here but the fast charging USB port did an even quicker job of topping up my phone while a dedicated USB port for Android Auto/Apple CarPlay has also been provided. Cubby holes and storage spaces are aplenty too. Six airbags, traction control, ABS can be quite the norm these days but the City also packs a tyre pressure monitoring system, multi-angle rear view camera and even a lanewatch camera that automatically activates when the indicator stalk is pushed up to go left or with a button on the same stalk to keep it on while on narrower paths.

Honda really has left no stone unturned to offer maximum value for the price they're asking but the same can't be said about the engine. Sure the 1.5-litre naturally aspirated engine is at its most powerful tune right



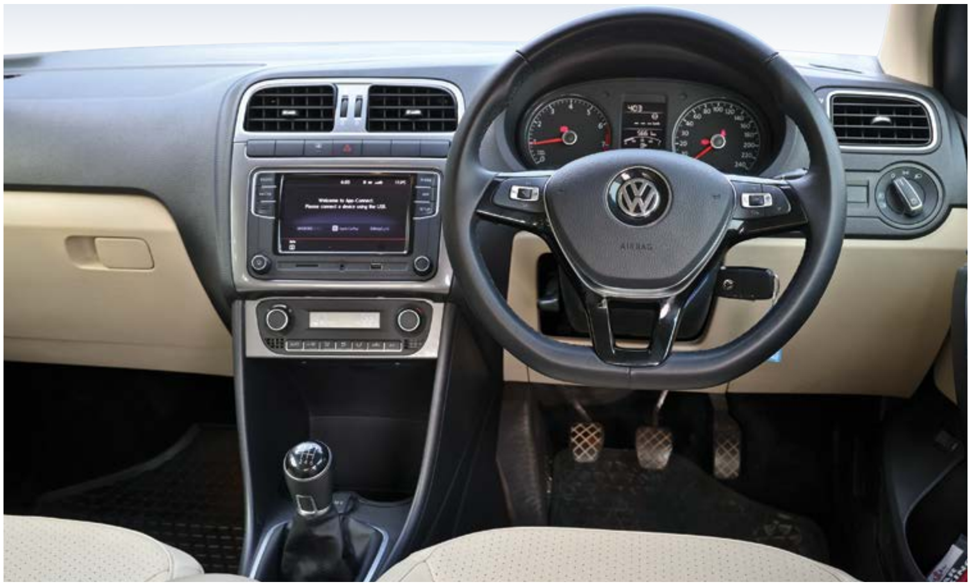
With the driver's seat set to my 5'8" frame, the City (1) and Vento (2) visibly offer more rear kneeroom with decent headroom too. The Yaris (3) almost feels cramped for space at the rear while the centre armrest for the driver juts out behind a fair bit

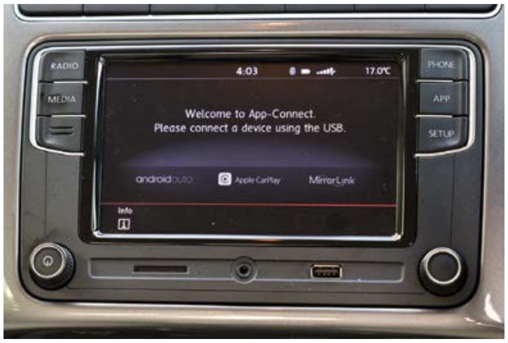


Bluetooth Audio
No devices connected
Please go to Bluetooth settings to connect.
BT Setting

Honda City

Uncluttered dashboard design is well thought out, offers many storage options. 8-inch infotainment system is easy to pair with Bluetooth or Android Auto/ Apple CarPlay depending on your handset. Honda Connect app offers further convenience and Alexa remote capability




RADIO
MEDIA
PHONE
APP
SETUP
Welcome to App-Connect.
Please connect a device using the USB.
android auto
Apple CarPlay
MirrorLink

Volkswagen Vento

Nothing fancy in the Vento's cabin yet it manages to offer solid build quality and basic connectivity features. The build quality alone can make you forgive the age old interior layout and design

now and paired with a slick 6-speed manual transmission in our test car, driving it was gratifying but the enthusiast has been forgotten. What was a smooth, high-revving petrol unit of yore, now feels gruff and sounds noisier. The joy of enjoying the engine's long-legged attributes out on the highway has now transformed to the City being better suited for well, the city. With the new City, the focus is on comfort alone. So the mid-range is stronger to keep the shifts between third and fourth gear while commuting and the suspension stays supple nearly over everything. This is still a quick car mind you but the soft suspension just doesn't make high speed driving enjoyable. It'll work great on the highways as long as inputs are mild, helping to keep things stable.

There is a fair chance that if you're out on the highway or a mountain road then your friend in the Volkswagen Vento will be slowly pulling away. That's because the Vento's new turbo-petrol engine, despite being 500cc and a few horsepower lesser, still packs enough to be just a shade faster than the City. Moreover, it's the taut suspension setup, engaging steering response and the overall sporty feel of the Vento's chassis just immediately harks back to the era gone by where these aspects of a sedan mattered way more than their practicality. The exterior shape and design of the car is still minimal thus timeless but the same can't be said about the interior. The layout, materials and colour scheme aren't new at all and VW has done just enough to keep the technology up-to-date. The cabin

MH14JA8370

Toyota Yaris

On the face of it, the Yaris' dashboard layout and design isn't as bad until you get closer and notice the old-styled buttons, knobs and infotainment system along with the lack of modern amenities

> VW HAS CONSTANTLY ENDEAVOURED TO RETAIN QUALITY LEVELS AS WELL AS OFFER MODERN FEATURES LIKE LED LIGHTING, RAIN SENSING WIPERS ET AL

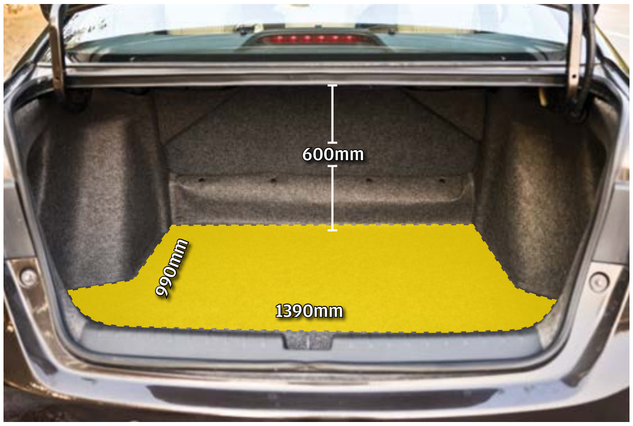
definitely feels solidly built but some quirks of the Vento remain. For example, the oddly positioned cruise control switch on the indicator stalk or the ORVM adjuster that could've been straightened in the car's many updates over the years.

Quirks aside, VW has constantly endeavoured to retain quality levels as well as offer modern features like LED lighting, rain sensing wipers, auto dimming IRVM and Android Auto, Apple CarPlay connectivity but there's no denying that the car does feel old overall. Except, when it comes to having the most fun behind the wheel.

I wish the same could be said about the Toyota Yaris. Toyota being a formidable name in itself, in this segment, the Yaris disappoints in many areas. From the limited cabin space, to the limited feature lists and even the dashboard layout, the Yaris falls short. There are no connectivity features except for Bluetooth pairing in this petrol manual trim, there's a sheer lack of USB ports too. The MID in the otherwise analogue instrumenta-

	Honda City **Rs 15.27 lakh** (OTR New Delhi)*	**Volkswagen Vento** **Rs 14.35 lakh** (OTR New Delhi)*	**Toyota Yaris** **Rs 14.35 lakh** (OTR New Delhi)*
ENGINE			
Capacity	1,498cc, 4-cylinder, petrol	999cc, 3-cylinder, turbo-petrol	1,496cc, 4-cylinder, petrol
BorexStroke	73x89.4mm	74.5x76.4mm	76x82.6mm
Gearbox	6-speed, manual	6-speed, manual	6-speed, manual
Max Power	121bhp@6,600rpm	110bhp@5,000rpm	107bhp@6,000rpm
Max Torque	145Nm@4,300rpm	175Nm@1,750rpm	140Nm@4,200rpm
Power to weight	105bhp/tonne	97bhp/tonne	97bhp/tonne
Specific output	81bhp/litre	110bhp/litre	71bhp/litre
Driven Wheels	FWD	FWD	FWD
PERFORMANCE			
0-40 kmph	**2.3s**	**2.0s**	**2.4s**
0-60 kmph	**4.2s**	**4.1s**	**4.6s**
0-80 kmph	**6.5s**	**6.4s**	**7.1s**
0-100 kmph	**10.0s**	**9.8s**	**10.9s**
0-120 kmph	**14.3s**	**14.2s**	**15.4s**
Top Speed	**160kmph**	**170kmph**	**165kmph**
ROLL-ON			
30-80 kmph (3rd gear)	**10.4s**	**8.5s**	**10.4s**
40-100 kmph (4th gear)	**17.81s**	**14.0s**	**18.3s**
80-120 kmph (5th gear)	**16.13s**	**13.41s**	**17.7s**
FUEL ECONOMY			
Fuel type	**Petrol**	**Petrol**	**Petrol**
City	**15.5kmpl**	**15.3kmpl**	**13.5kmpl**
Highway	**22.8kmpl**	**19.1kmpl**	**18.7kmpl**
Overall	**16.3kmpl**	**14.8kmpl**	**13.7kmpl**
ARAI	**17.8kmpl**	**17.7kmpl**	**17.1kmpl**
Fuel Tank	**40 litres**	**55 litres**	**42 litres**
Range	**652km**	**814km**	**577km**
CO2 Emissions	**162g/km**	**158g/km**	**171g/km**
BRAKING			
Brakes F/R	**Disc/Drum**	**Disc/Drum**	**Disc/Disc**
100-0kmph	**39.0m**	**38.8m**	**41.9m**
80-0kmph	**24.5m**	**24.4m**	**26.6m**
NOISE			
At 50kmph	**62dB (A)**	**60.2dB (A)**	**59.6dB (A)**
At 100kmph	**69.1dB (A)**	**65.5dB (A)**	**65.9dB (A)**
At 120kmph	**72.3dB (A)**	**69.4dB (A)**	**68.8dB (A)**
BODY			
Chassis	Monocoque	Monocoque	Monocoque
Seats	5	5	5
Suspension F/R	MacPherson struts/torsion beam	MacPherson struts/trailing bar	MacPherson struts/torsion beam
Steering	Electric power assist	Electric power assist	Electric power assist
Turning Circle	10.6	10.4	10.2
Boot space	506 litres	494 litres	476 litres
Wheel size	16in	16in	15in
FEATURES			
Model	ZX MT	TSI Highline Plus MT	V MT
Airbags	6	4	7
ABS	Yes	Yes	Yes
AC/Climate control	Climate control	Climate control	Climate control
Power Windows	All four	All four	All four
Audio system	8in touchscreen, Android Auto/Apple CarPlay, Alexa	6.5in touchscreen, Android Auto/Apple CarPlay	7in touchscreen, USB, AUX-in, Bluetooth
Standard Warranty	3 years/unlimited km	4 years/1,00,000km	3 years/1,00,000 km
Extended Warranty	Available	Available	Available

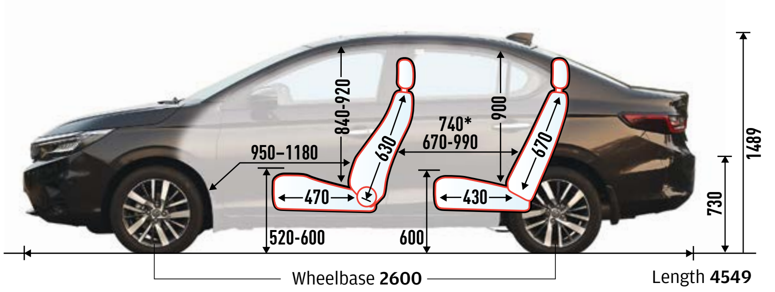
1. The City's instrumentation offers a TFT display for various readouts and settings. 2. The Vento continues with its old dials and an MID for consumption and running data. 3. The Yaris' dials look cramped making it difficult to read especially with the info displayed on the MID


600mm
990mm
1390mm

MEASUREMENTS in millimetres

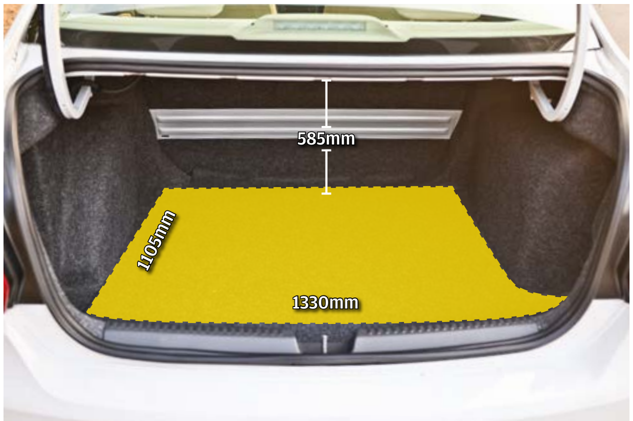
Tyres **185/55 R16 Goodyear Assurance Triplemax 2**
Spare wheel Full size

Wheel track F/R **1496/1484**
Width **1748**
Shoulder room **1280**


840-920
900
740*
670-990
950–1180
630
670
470
430
520-600
600
730
1489
Wheelbase 2600
Length 4549

*Rear knee room with standard 1m driver's leg room.

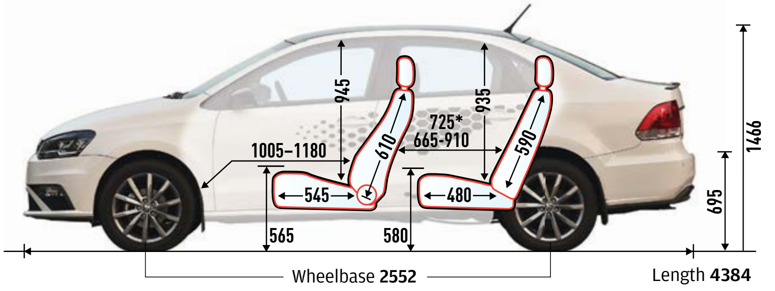
With the maximum interior space, the Honda City unsurprisingly has the largest boot among the three here measuring 506 litres


585mm
1105mm
1330mm

MEASUREMENTS in millimetres

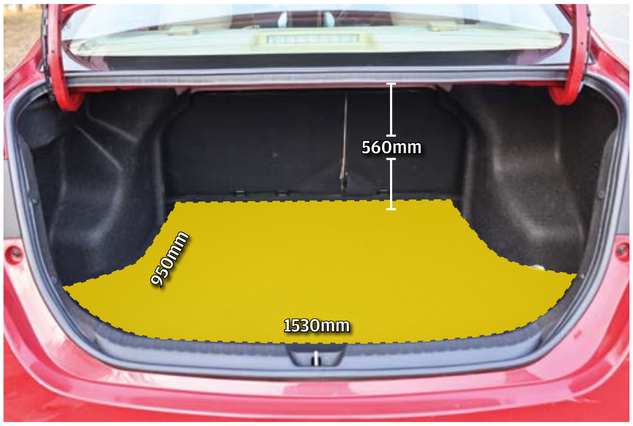
Tyres **185/60 R15 Apollo Acelere**
Spare wheel Full size

Wheel track F/R **1463/1465**
Width **1699**
Shoulder room **1305**


945
935
725*
665-910
1005–1180
610
590
545
480
565
580
695
1466
Wheelbase 2552
Length 4384

*Rear knee room with standard 1m driver's leg room.

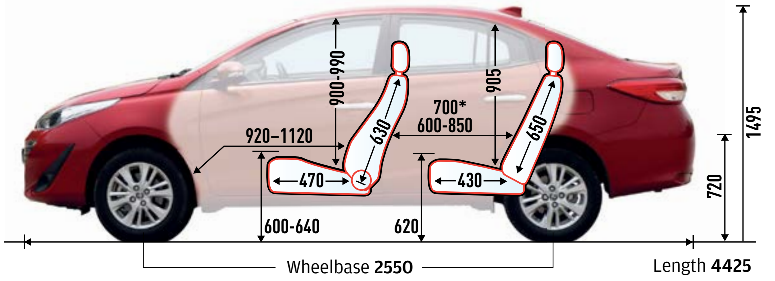
The Vento isn't far behind in terms of overall space and the boot measures 494 litres with a design that minimises protrusions


560mm
950mm
1530mm

MEASUREMENTS in millimetres

Tyres **185/60 R15 Goodyear Radial Tubeless**
Spare wheel Full size

Wheel track F/R **NA**
Width **1730**
Shoulder room **1280**


900-990
905
700*
600-850
920–1120
630
650
470
430
600-640
620
720
1495
Wheelbase 2550
Length 4425

*Rear knee room with standard 1m driver's leg room.

The Yaris has the least amount of space overall and the story continues at the boot with total volume measuring 476 litres

EVALUATION POINTS

Body

Aspects points	Max	City	Vento	Yaris
Front space	15	9	10	8
Rear space	15	9	9	8
Overall space	10	7	7	6
Boot space	15	13	13	13
Visibility	5	3	3	3
Feel of quality	15	11	11	11
Payload	5	3	3	3
Safety features	20	11	6	7
Results	**100**	**66**	**62**	**59**

Drive

Aspects points	Max	City	Vento	Yaris
Acceleration	15	9	9	8
Top speed	5	2	2	2
Driveability	10	4	5	4
Engine	5	3	3	3
Gearbox	10	7	7	7
Fuel efficiency	40	30	27	25
Range	5	3	4	4
Environment	10	7	8	7
Results	**100**	**65**	**65**	**60**

Comfort

Aspects points	Max	City	Vento	Yaris
Ride quality	30	23	23	21
Front seats	10	7	7	8
Rear seat	10	7	7	7
Driving noise	10	6	7	8
Handling	15	11	12	10
Equipment	15	11	10	10
Operatibility	10	8	7	6
Results	**100**	**73**	**73**	**70**

Dynamics

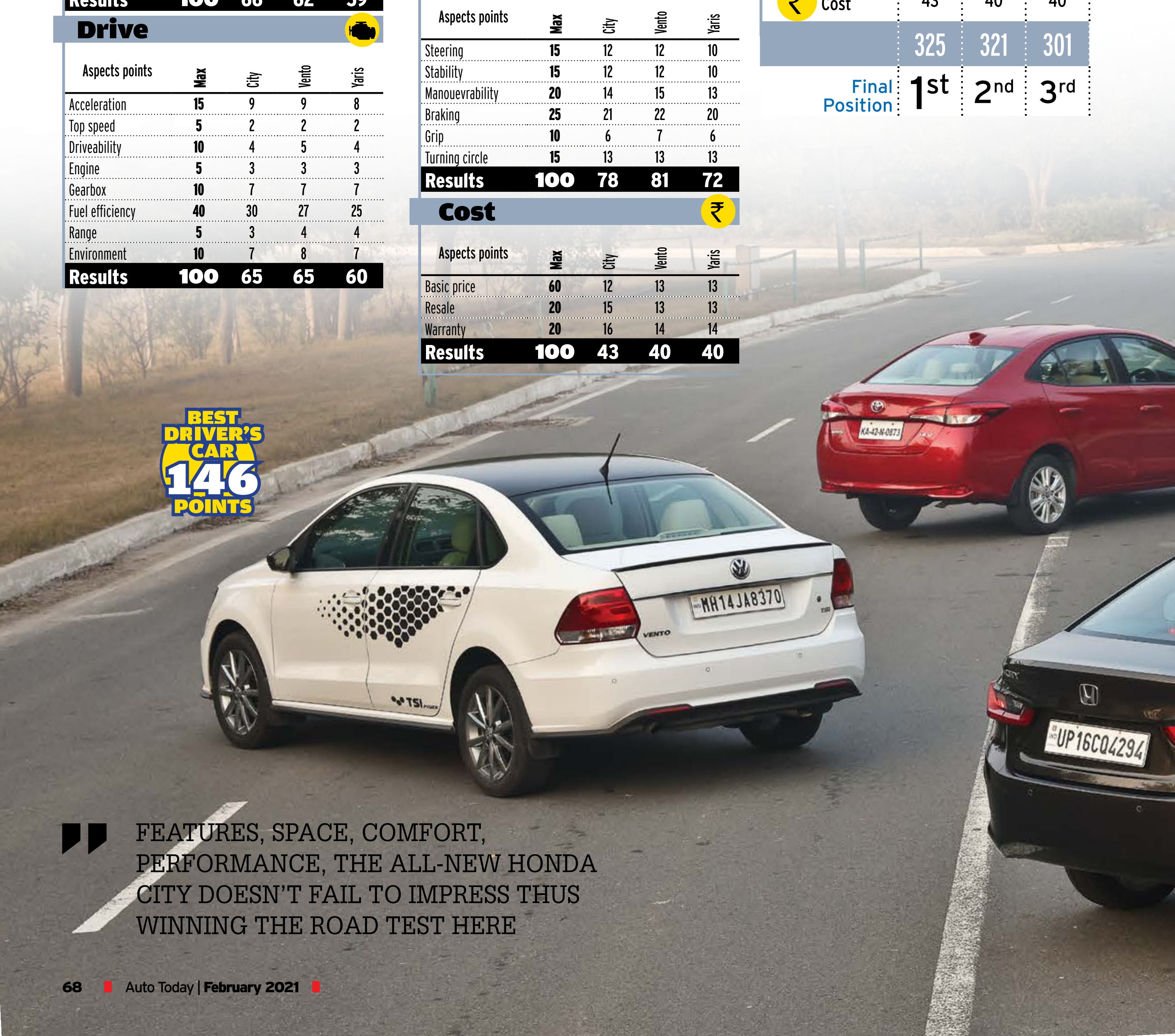
Aspects points	Max	City	Vento	Yaris
Steering	15	12	12	10
Stability	15	12	12	10
Manouevrability	20	14	15	13
Braking	25	21	22	20
Grip	10	6	7	6
Turning circle	15	13	13	13
Results	**100**	**78**	**81**	**72**

Cost

Aspects points	Max	City	Vento	Yaris
Basic price	60	12	13	13
Resale	20	15	13	13
Warranty	20	16	14	14
Results	**100**	**43**	**40**	**40**

FINAL POINTS

	City	Vento	Yaris
Body	66	62	59
Drive	65	65	60
Comfort	73	73	70
Dynamics	78	81	72
Cost	43	40	40
	325	**321**	**301**
Final Position	1st	2nd	3rd



BEST DRIVER'S CAR 146 POINTS

> FEATURES, SPACE, COMFORT, PERFORMANCE, THE ALL-NEW HONDA CITY DOESN'T FAIL TO IMPRESS THUS WINNING THE ROAD TEST HERE

tion, uses tiny fonts and crams information that's hard to view at a glance. The rear passengers get an overhead air-con recirculation and two 12V ports but taller passengers will struggle for space with the low roofline and limited kneeroom.

On the move, there is an artificial heft to the steering that becomes very annoying during slow speed manoeuvres while the ride quality is just about right although leaving a bit to be desired in its overall damping capabilities, not being able to focus on outright comfort or handling. The engine is a strong naturally aspirated unit but the least powerful in this comparo and you wont need the acceleration and roll-on figures to emphasise it. The weight of the car combined with the artificially weighted steering just wants you to settle into a milder driving mood and without traction control or an ESP, you'd want to stay there. It's only the top-spec CVT model that comes loaded with more bells and whistles but even in this petrol-manual V spec, the Yaris fails to cater to the enthusiast and those who seek a bit of luxury and comfort in the driver's seat or being driven around.

VERDICT

Market demands now prioritise more features over pure driving pleasure thus the enthusiasts have given way to the more practical buyer. In such a time, VW is still sticking with a formula that caters to the enthusiast. The Vento remains good value for money and a car that offers massive smiles behind the wheel with it's driving dynamics, engine and gearbox performance while offering all the latest features to not make you feel like you've been short changed for an older car. The Yaris on the other hand might make you feel so especially in the trim we've selected for the test. It just doesn't have enough of an appeal amongst the other cars in the segment. Honda on the contrary, still holds enough and more of an appeal for you to reach for the cheque book. Features, space, comfort, performance, it really doesn't fail to impress thus winning the road test here.

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MOST
COMFORTABLE
CAR
139
POINTS

Test No.

215 to 217

Honda H'ness CB 350

348.3cc, single-cyl, 20.7bhp

vs Royal Enfield Meteor 350

349cc, single-cyl, 20.2bhp

vs Benelli Imperiale 400

373.5cc, single-cyl, 21bhp

Battle Royale

Honda and Benelli may be the newest entrants to the 350cc space with the Imperiale 400 and H'ness CB 350 but the new Royal Enfield Meteor is an all new take on the segment with a livelier motor and a slew of modern features, but which one has what it takes?

PICTURES Nishant Jhamb

It is no secret that Royal Enfield has a deep bond with Indian motorcycling culture and heritage. Our love for those thumping 350s has, historically, left in its wake a long line of hopefuls that sought nothing more than a seat at the table. Whether the offering came with better technology, more power or a better price was immaterial. The consensus was clear, the market wanted exactly that motorcycle and nothing else. Manufacturers responded with exactly that. In 2019, Benelli launched the Imperiale 400 that used the long stroke philosophy with an eerily familiar looking engine layout, a bigger bore and Bosch fuel injection. Last year Honda joined the fray with the H'ness CB 350, another long stroke single that replicates the iconic engine blueprint albeit Honda's in-house PGMFi fuel injection system and new gearing. The irony of this road test lies in our third contender, the brand new Royal Enfield Meteor 350. The Meteor uses an all-new 350cc motor from Royal Enfield with a much shorter stroke making the bike that is least like a Royal Enfield of the lot. Each may have their own approach but all three have designs on dominance in the 350cc space.

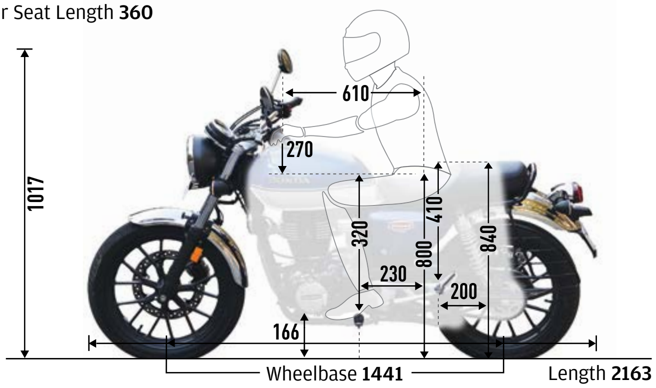
The Benelli Imperiale 400, the winner of our last road test is now BS6 compliant but gets no changes to the design or performance. For the uninitiated, the Benelli is a fresh take on the Imperiale nameplate from the 60s. The retro cruiser from Italy is powered by a 373cc single cylinder motor that makes 21 bhp and 29 Nm of torque. Next up, is all-new made-in-India for India, Honda H'ness CB 350. While the Honda may look

1.The mono-pod instruments with a digital inset look neat but, a twin pod setup with a tachometer would have more in line with the CB genre 2. The 348cc single cylinder makes about 21 bhp, but a longer stroke and improved fueling means the Honda motor makes a peak torque of 30Nm from as low as 3,000rpm. 3. The long bench seat is contoured well and quite comfortable. 4 &5. The Honda features LED lighting all around, indicators included, a new benchmark for the segment

MEASUREMENTS in millimetres

Honda H'ness CB350

Width **800**
Max Rider Seat Width **310**
Rider Seat Length **360**
Max Pillion Seat Width **260**
Pillion Seat Length **265**



> THE HONDA HAS AN UNDOUBTEDLY SPORTIER PRESENCE, ESPECIALLY IN THIS DUAL TONE HONDA BLUE AND WHITE LIVERY

2
METEOR 350

1.Royal Enfield's instrument panel with a twin pod cluster looks good, and the colour screen for the Tripper navigation pod is a nice touch 2. The all-new 349cc single from Royal Enfield is free-revving and feels engaging to ride but could benefit from better gearing. 3. The twin seats on the Royal Enfield are the most plush of the three, and the best cushioning too 4&5. Standard halogen lighting even on the top shelf Meteor seems like a big miss

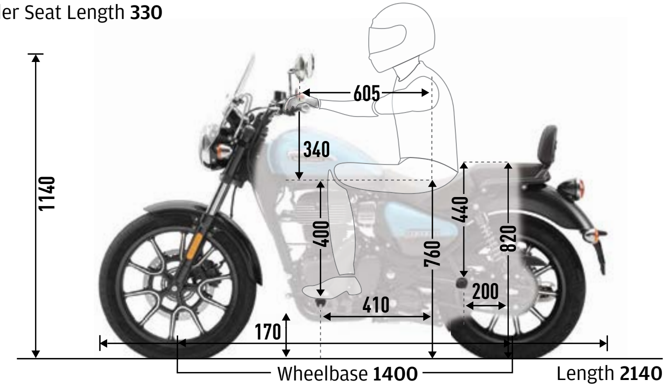
4
DL 3SER 3560

MEASUREMENTS in millimetres

Royal Enfield Meteor

Width **845**
Max Rider Seat Width **340**
Rider Seat Length **330**

Max Pillion Seat Width **200**
Pillion Seat Length **275**



back to the original CB motorcycles for design inspiration it makes no pretenses as to what the company used to benchmark performance. At the heart is a ground-up new 384.3cc single cylinder long stroke motor with Honda's PGMFi injection system.While the 20.2bhp is similar to what you'd see in this segment, the 30Nm of torque on tap makes it the torquiest motorcycle in this test by a small margin. Finally, but perhaps most crucially, is the all-new Royal Enfield Meteor 350, the long awaited replacement for the Royal Enfield Thunderbird 350 cruiser. The silhouette might still retain characteristics of its predecessor but the Meteor is all-new from the ground up with a new chassis and more importantly an all new motor, that sacrifices the signature thump for a more lively engine with a slightly shorter stroke.

The Imperiale 400's design is the textbook definition of a retro-classic; the flat tank, the comparatively high split-seat, and rubber padding on the tank, all make it look almost stately. We will even forgive the all-too familiar looking marquee that's painted on the tank. The powder coated black exhaust paired with a brushed metal heat shield also adds to the Imperiale's presence. That said, a longer shield to keep pillion riders from losing toes would not go amiss. The Imperiale is long too, nose to tip and in terms of wheelbase, the Imperiale 400 is the longest motorcycle in this space by a fair margin. As a result, the Benelli looks like a higher displacement motorcycle than it is, which earns it some presence.

The Honda has an undoubtedly sportier pres-

> THE METEOR 350’S DESIGN IS FAMILIAR. DESPITE BEING BASED AROUND AN ALL-NEW CHASSIS AND USING AN ALL NEW ENGINE

ROYAL ENFIELD
DL 3SER 3560
METEOR
350

1

2

3

1. The Imperiale 400 remains the only motorcycle of the three to have a tachometer in its twin pod cluster. 2. The 373cc single is extremely refined but isn't exactly sporty 3. The high-set twin seat setups are comfortable and have good firmness for long rides. 4. & 5. No DRLs and standard halogens mean the Imperiale's lighting system is the most dated

4

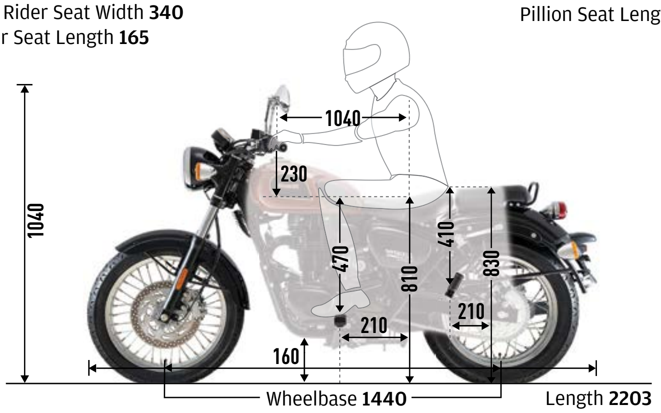
5

MEASUREMENTS in millimetres

Benelli Imperiale

Width **810**
Max Rider Seat Width **340**
Rider Seat Length **165**

Max Pillion Seat Width **210**
Pillion Seat Length **130**



ence, especially in this dual tone Honda blue and white livery on our test bike. It is still very retro though, with a rounded tank, minimal body work. Even the headlamps, although full LED units, carry forward the retro minimal rounded design ethos. Of course the made for India factor does make its presence felt in the more than generous application of chrome. The all-chrome exhaust ending in the chrome and black engine is nice, but personally, all chrome mud-guards seem like a tad too loud. The mono-pod analogue instrument cluster with an inset digital display looks good, although we feel like a twin pod cluster with a techometer would've really brought the design together.

In terms of design, the Meteor 350 is the most familiar. Despite being based around an all-new chassis and employing a new engine, the Meteor still retains the silhouette of the Thunderbird. The bright blue and black paint scheme, new tank badge and the tall windscreen on our top of the line Supernova specced long-termer adds some fresh appeal to the otherwise familiar looking Meteor. As do the redesigned seats and the new twin pod instrument cluster. The primary cluster houses an analogue-digital display with a speedo, fuel gauge and odo. The smaller offset display is for Royal Enfield's mobile connectivity suite Tripper, no doubt the small colour display looks good and it's very useful for making your way through the city without having to take out your phone, but there is a certain charm to a tachometer that one just misses out on.

It is worth noting that both the Honda and Royal Enfield get mobile connectivity features, while

> THE IMPERIALE 400'S DESIGN IS THE TEXTBOOK DEFINITION OF A RETRO-CLASSIC; WITH THE FLAT TANK, THE RELATIVELY HIGH SPLIT-SEAT, AND RUBBER TANK PADS

the Benelli is the only one with a tachometer in its twin pod instrument cluster.

The full 90mm stroke on the Imperiale 400 takes long stroke learning almost straight out of the Royal Enfield book. The fuel injection system and a slightly wider bore means that it isn't as vibey and slightly more powerful with 21bhp on tap. There's 29Nm of torque too, with peak torque making itself available as early as 4,500rpm, meaning that roll-ons are met with an eager shove forward from the engine. It's linear too and will progress almost consistently till an (indicated) top-whack of about 130kmph. The long wheelbase also benefits the stability at speed. In the scope of this test the Benelli feels the most comfortable at triple digits speeds. It's no jack knife through the corners, but keep the speeds low and the Benelli corners confidently enough.

Honda too have channelled their inner

	Honda H'ness CB 350 **Rs 2,18,000** (OTR New Delhi)*	**Royal Enfield Meteor 350** **Rs 2,19,184** (OTR New Delhi)*	**Benelli Imperiale 400** **Rs 2,36,877** (OTR New Delhi)*
ENGINE			
Type	Single-cylinder, air-cooled	Single-cylinder, air/oil cooled	Single-cylinder, air-cooled
Capacity	348.3cc	349cc	373.5cc
Valvetrain	2 valves, SOHC	4 valves, SOHC	4 valves, SOHC
Bore x Stroke	70.0 x 90.5mm	72x85.8 mm	72.7 x 90.0mm
Max Power	20.78bhp@5,500rpm	20.2bhp@6,100rpm	21bhp@5,500rpm
Max Torque	30Nm@3,000 rpm	27Nm@4,000rpm	29Nm@4,500rpm
Max engine speed	7,500rpm	7,500rpm	7,500rpm
Power-to-weight	116.57bhp/tonne	105.7bhp/tonne	102.44bhp/tonne
Gearbox	5-speed	5-speed	5-speed
PERFORMANCE			
0-40 kmph	**2.5s**	**2.7s**	**2.2s**
0-60 kmph	**4.5s**	**5.05s**	**4.4s**
0-80 kmph	**7.97s**	**8.05s**	**7.7s**
0-100 kmph	**11.11s**	**12.9s**	**13.8s**
Top speed	**130kmph**	**120kmph**	**130kmph**
0-400m	**18.7s@109kmph**	**19.41@105kmph**	**18.1s@106.4kmph**
Fuel efficiency	**31.3kmpl**	**33.3kmpl**	**34.3kmpl**

	Honda H’ness CB 350 **Rs 2,18,000** (OTR New Delhi)*	**Royal Enfield Meteor 350** **Rs 2,19,184** (OTR New Delhi)*	**Benelli Imperiale 400** **Rs 2,36,877** (OTR New Delhi)*
RIDEABILITY			
30-60kmph	**2.8s**	**3.49s**	**2.9s**
40-80kmph	**5.52s**	**6.13s**	**5.2s**
80-100kmph	**4.9s**	**7.04s**	**6s**
BRAKING			
60-0kmph	**14.2m**	**15.59m**	**16.3m**
80-0kmph	**30.11m**	**27.5m**	**NA**
CYCLE PARTS			
Suspension F/R	Telescopic fork / Swingarm with coilover hydraulic damper	Telescopic fork / Swingarm with coilover hydraulic damper	Telescopic fork / Swingarm with coilover hydraulic damper
Brakes F/R	310mm disc / 240mm disc	300mm disc / 270mm disc	300mm disc / 240mm disc
Tyres F/R	100/90 R19; 140/70 R17	100/90 R19; 130/70 R18	100/90 R19; 800/130 R18
Kerb weight	181kg	191kg	205kg
Ground clearance	166mm	170mm	160mm
Tank capacity	15 litres	15 litres	14 litres
Range	480km	495km	480km
FEATURES			
Model	H’ness CB 350 DLX Pro	Meteor 350 Supernova	Imperiale 400
Electric start	Yes	Yes	Yes
Fuel gauge	Yes - Digital	Yes - Digital	Yes - Digital
Tachometer	No	No	Yes - Analogue
Disc brake	Both	Both	Both
LED tail lamp	Yes	No	No
Warranty	3-year/42,000km warranty	3-year unlimited km warranty	3-year unlimited km warranty

HONDA
Benelli

EVALUATION POINTS

Design

Aspect points	Max	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Desirability	15	13	13	11
Features	15	10	8	6
Quality	15	13	13	11
Operability	15	12	12	11
Rider comfort	20	16	16	16
Pillion comfort	5	4	4	3
Usability	15	14	14	13
Results	**100**	**82**	**80**	**72**

Performance

Aspect points	Max	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Acceleration	35	27	25	26
Top speed	15	12	11	12
Rideability	15	20	16	15
Engine characteristics	20	18	18	18
Gearbox	15	14	13	12
Results	**100**	**91**	**83**	**83**

Ride

Aspect points	Max	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Throttle response	10	9	8	7
Exhaust note	10	9	8	8
Brake feel	15	13	12	12
Braking efficiency	25	24	24	22
Ride quality	40	33	30	30
Results	**100**	**88**	**82**	**79**

Dynamics

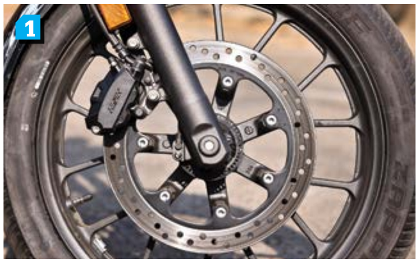
Aspect points	Max	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Handling	30	24	20	24
Grip	15	14	12	13
Steering feel	10	9	8	8
Chassis	10	8	8	8
Straight line stability	15	12	12	10
Manoeuvrability	20	18	16	15
Results	**100**	**85**	**76**	**78**

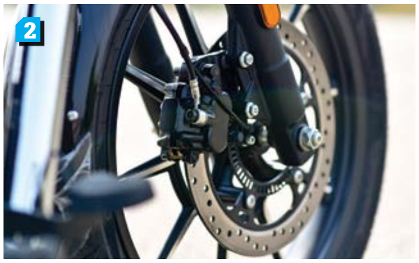
Cost

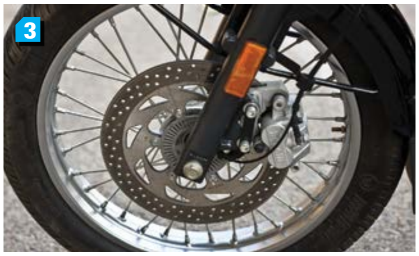
Aspect points	Max	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Basic price	40	8	8	8
Fuel efficiency	30	13	14	15
Range	15	7	7	7
Resale	5	4	5	2
Warranty	10	9	10	10
Results	**100**	**41**	**44**	**42**

FINAL POINTS

	Honda H'ness CB 350	Royal Enfield Meteor 350	Benelli Imperiale 400
Design	82	80	72
Performance	91	83	83
Ride	88	82	79
Dynamics	85	76	78
Cost	41	44	42
	387	**365**	**354**
Final Position	1st	2nd	3rd







1.At 310mm the Honda has the largest front disc of the three but somehow the bite doesn't seem to translate. 2&3. Both the Benelli and the Meteor 350 have 300mm discs and have adequate bite

DL 3SE R3560

Royal Enfield with the H'ness CB 350, although where Benelli opted for a larger bore, Honda have marginally increased the stroke by .5mm to 90.5mm adding 2cc on the displacement of the Classic 350's 346cc single. While the motor may be loosely based on a similar philosophy, Honda have truly managed to give it a unique identity, thanks to a slick gearbox with short throws, Honda's PGMFi fuel injection and a nice sounding exhaust that has a few crackles and pops when you start to wring it. Not only is the Honda the torquiest of the three motorcycles, Peak torque kicks in earlier as well, meaning that it feels the most urgent. Honda have done an excellent job with containing vibes as well, even in the triple digits. It is easily the smoothest of the three. The CB 350 is the sharpest handler of the three, thanks to short(er) handlebars and forward set riding position. This comes at the cost of high speed straight line stability. In the higher triple digits the Honda seems nervous and seems to lose its poise.

The Meteor 350 on the other hand, feels brand new. The shorter stroke on the 349cc single cylinder motor, lends a livelier nature to the motor. It still qualifies as a long stroke motor but lends some urgency to throttle response, the signature 'thump' is still there although it is a little muted. The motor is plenty engaging although it does feel like Royal Enfield have botched it slightly with the gearing. The first three gears are short and work well in traffic, but the fourth and fifth gear are maybe a little too tall. The result is bland performance after the 80kmph mark, accompanied by the signature vibrations of a strained motor. While the Meteor is understandably the most sluggish handler of the three, the sharper rake (than the Thunderbird) allows for much better handling considering that it is a wide bar cruiser. Additionally, it is by far the most comfortable of the three thanks to the stretched out riding triangle. Highway cruising between 80 and 100kmph can be done for hours on end without really being uncomfortable.

VERDICT

The Honda H'ness CB 350 comes out on top in this road test by a narrow margin, with Royal Enfield's Meteor 350 coming in a close second. Although if the point sheets tell us anything it's how far both these motorcycles raise the bar in the segment. Our last road test had the Benelli win with a little under 350 points, in the company of these two fresh new motorcycles it feels properly dated. While all three motorcycles are strong contenders in the segment, the Honda wins this one on account of better build quality, a fresh take on long stroke motors and a more engaging ride experience. While the Royal Enfield may have to take the second step in this road test, it has a lot going for it in terms of a comfortable ride experience and is probably going to be slightly more comfortable over long rides.

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PRESS
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Mountain Lore

We head up into the mountains with the Hyundai i20 and take it to places that no vehicles had been to at this time of the year and are pleasantly surprised by not only what we see but also by how we got there

PICTURES Nishant Jhamb

It's a love affair that started way back in 1990. Fresh from taking my bachelor's degree exams I headed to Ladakh for a two week first trip. Ever since I have been to Ladakh many times, sometimes once a year, sometimes once in two or three and in that odd year, now and then, twice in one year. One of the charms of going to Ladakh is the Manali-Leh highway that can be a boulder and rock strewn path at times just as soon as the road is open, and at other times freshly laid smooth tarmac if one goes later in the season. This journey over some of the highest and most treacherous passes in the country like the Rohtang, Baralacha La, Nakee La, Lachulung La and Tanglang La combined with quaint towns, settlements and places like Sissu, Tandi, Keylong, Jispa, Darcha, Zing Zing Bar, Pang and the Moreh Plains have been etched in the minds of the millions who have been down that route for centuries. One of the highlights of my journey has been the overnight stay in either Keylong or Jispa in the Lahaul valley of the Lahaul and Spiti district of Himachal Pradesh. Not only is the Lahaul region around the Baga river an area of pristine beauty and another world presenting a stark contrast to the chaos and crowds on the other side of the Rohtang pass, it also boasts of some of the really old

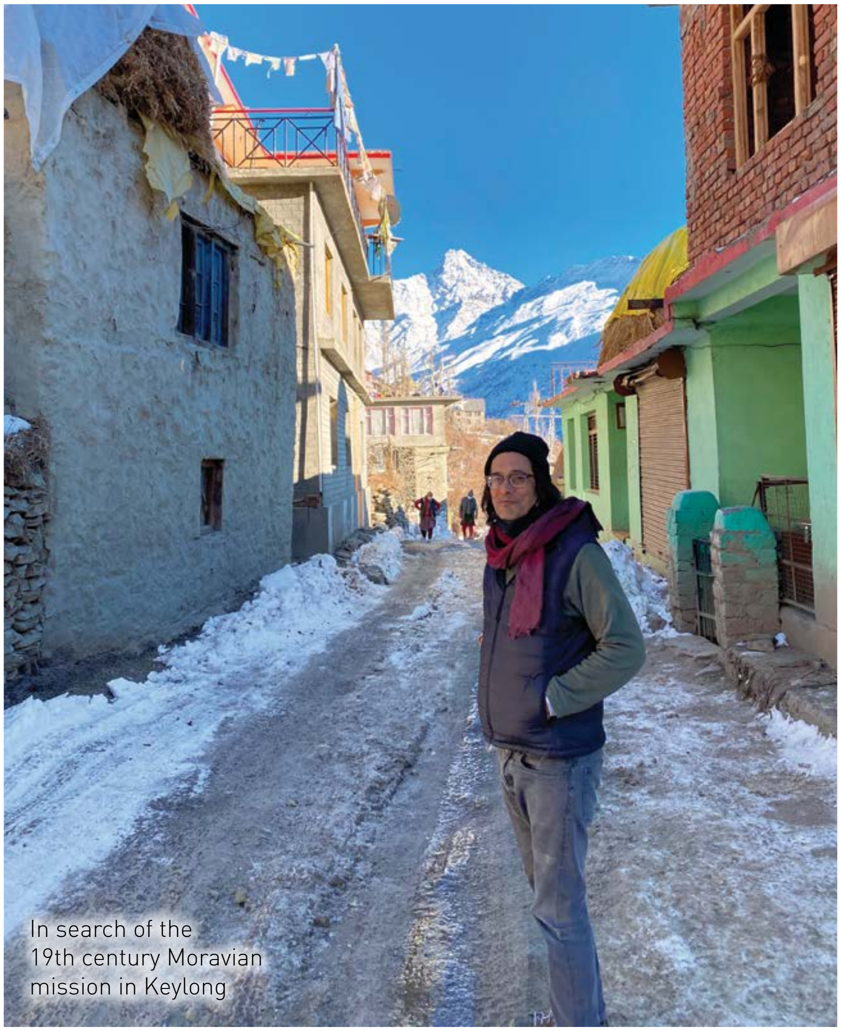
> THE PICTURES ON THESE PAGES CAN BETTER DESCRIBE THE BEAUTY OF LAHAUL SPITI REGION THAN ANY WORDS AND I WILL LEAVE IT TO THAT

settlements of the region. I have been on that road in vehicles as diverse as large SUVs at one end of the spectrum and tiny hatchbacks at the other end. I have flown into Leh in the peak of winters and then explored areas around it. But never before have I or anyone been able to get to this area in the peak of winters by road as the area gets closed in both from the south and the north in the first place and then the east. The road towards the west is still under construction.

As soon as I heard from my colleagues that the Atal tunnel was open and in Covid times the only way that we could be allowed into this region was to have a booking at one of the hotels in Lahaul, I got to work. When one of my colleagues heard about this trip that I was going to make he wanted to come along as well because he wanted to find out about the Moravian missionaries who had settled in Keylong in the first half of the 19th century and how there were remnants of Moravian architecture in the houses of the region. Unfortunately one after the other I found that all hotels had to be closed because the water pipe-

lines were all frozen and there was no running water. One place offered to host us but without running water and a supply of water in buckets once a day and we were close to despair till finally one hotel agreed to host us and assured us that there was running water in the hotel as we spoke, but there were no guarantees against the weather turning even more severe. I remembered on my first Raid de Himalaya when we were camped out in the open towards the edge of Moreh plains the drinking water had frozen in the time it took me to lay out my sleeping bag on the bed, take

The Hyundai i20's performance left us impressed considering the conditions weren't exactly FWD hatchback friendly with snow and icy roads



In search of the 19th century Moravian mission in Keylong

off my shoes and my big jacket and get into bed.

We had the Hyundai i20 available and not wanting to delay the journey any further we decided to take the car again. The journey to Manali and across the Atal tunnel was uneventful and the place where I thought we would have problems the i20 managed quite well, even on mountain roads under construction and widening, ground clearance was not a problem.

The challenge started on the other side of the Rohtang pass where the black tarmac disappeared and was replaced by white – some ice and a liberal sprinkling of snow. There was not too much of a problem in getting to the police check post at Sissu but after that and especially on climbs if one lost momentum for any reason or we had to stop to let another vehicle go by, two wheel drive with no traction aids and a diesel engine spewing 240Nm of torque was always going to be a problem. Add normal summer tyres to that although the tread pattern on most Indian tyres is more of an all-weather type. We let out some air from the tyres to lower pressure by a few psi and then used 2nd gear to start off and after that though driving was challenging it was a dream. Seeing the Lahaul valley, in winter was like manna for the eyes while the peace and tranquility was manna for the soul.

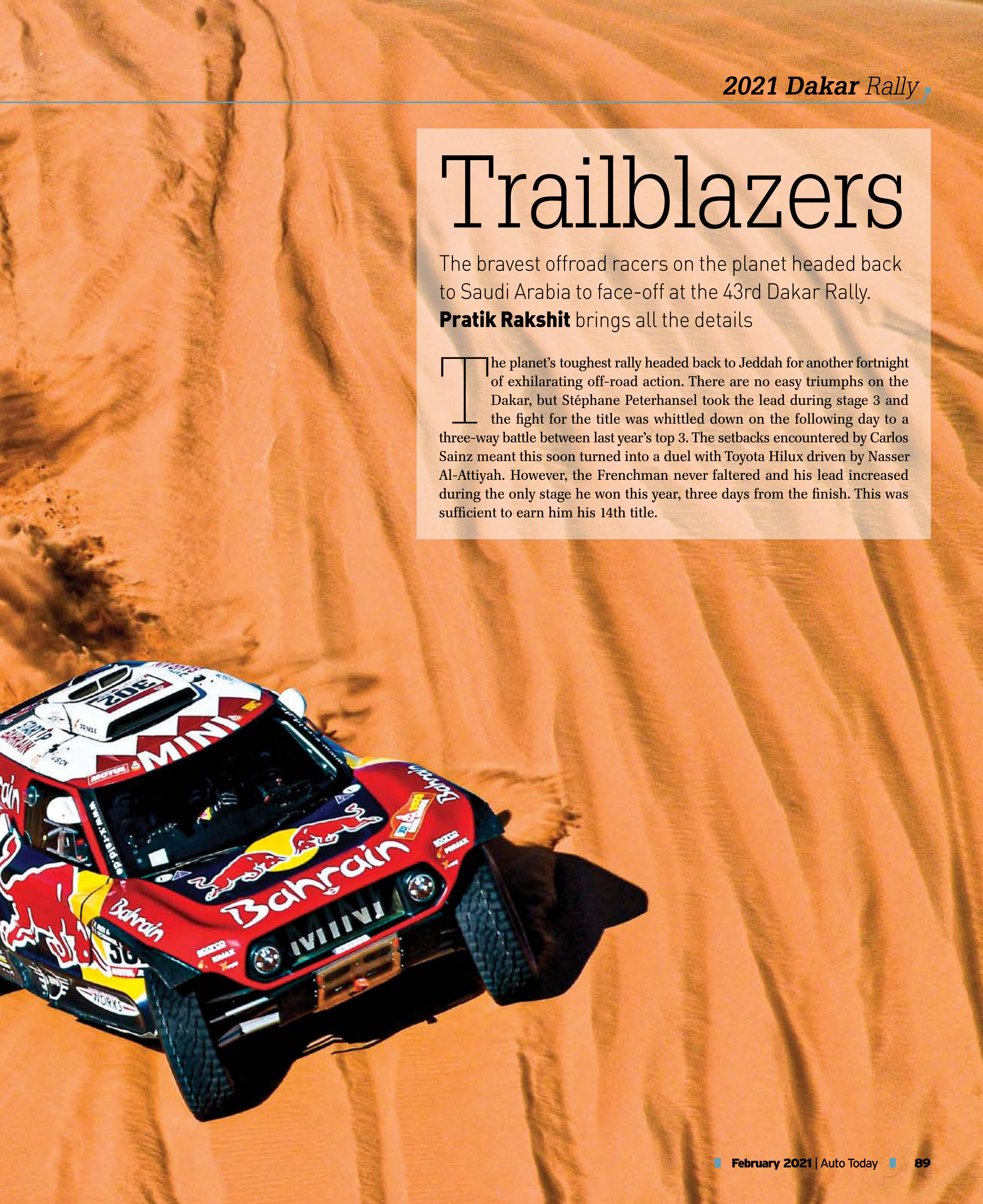
We went all the way to Darcha, stopped for a quick selfie at the shuttered Hotel Ibex at Jispa where we have spent many a night usually on the way up to Leh. Keylong was a sleepy old town and the roads were silent for once and that's where we had dinner and spent the night, huddled around a Himalayan rocket stove as the glass in the windows was glazed over by the ice from the moisture in our breath. We went in search of the Moravaian mission in the village only to come to know that it was demolished many decades back and my colleague pointed out the various influences on the villages houses of Moravian architecture. The pictures on these pages can better describe the beauty of Lahaul Spiti region than any words and I will leave it to that.

The i20 started without a fuss, even though it was parked on the outside in temperatures that dropped to 20 degrees Celsius below zero in the night. Comfortable and snug this time we negotiated the white roads without a problem all the way to the Atal tunnel though we saw a crew-cab pick-up packed with passengers and maybe luggage too spin right in front of our eyes. We of course also had the aid of the electronic systems on the car including the vehicle stability management and the ESC of course, although we tried to keep to the black part of the road where ever possible.

While we stayed over at Manali on the way in, on the way back we decided to head straight to Noida and made it by late night not because of the car but because of the heavy traffic and multiple traffic jams on the road. The i20 turned out to be fun to drive, very efficient and comfortable and though it crossed my mind to take the Tucson a number of times on the journey up to the mountains, I forgot about it on the very first day itself. Although it was a short trip it was many years in the making and cost a few thousand crore rupees, was initiated by a man who no longer survives but has opened up the Lahaul Spiti region for us to enjoy in the winters and for the inhabitants to have access to the world around the year.

Tandi Bridge crosses over right at the point where the blue waters of Chandra and green waters of Bhaga combine to become Chandrabhaga which laters turns into Chenab

Stéphane Peterhansel, the man they call Monsieur Dakar, now stands alone as the biggest winner in a single category thanks to his eight car race wins



Trailblazers

The bravest offroad racers on the planet headed back to Saudi Arabia to face-off at the 43rd Dakar Rally. **Pratik Rakshit** brings all the details

The planet's toughest rally headed back to Jeddah for another fortnight of exhilarating off-road action. There are no easy triumphs on the Dakar, but Stéphane Peterhansel took the lead during stage 3 and the fight for the title was whittled down on the following day to a three-way battle between last year's top 3. The setbacks encountered by Carlos Sainz meant this soon turned into a duel with Toyota Hilux driven by Nasser Al-Attiyah. However, the Frenchman never faltered and his lead increased during the only stage he won this year, three days from the finish. This was sufficient to earn him his 14th title.

Kevin Benavides (above) made history to become the first South American rider ever to hold the winner's bronze Touareg. Teammates Carlos Sainz and Stéphane Peterhansel (below) in action in their X-Raid Mini JCW during stage 12

Cristina Gutierrez Herrero for RedBull off-road team USA became the first woman to register a stage win since 2005

After a very impressive debut with a finish just at the foot of the podium in 2016, Kevin Benavides proved his mettle after a nasty fall broke his nose and damaged his ankle. The South American withstood the attacks during a very tense finish, in which Sam Sunderland remained a threat until the end, as did Ricky Brabec. The American ensured the first one-two finish for Honda since Cyril Neveu and Edi Orioli in 1987.

Argentina has two reasons to celebrate this year's Dakar. This is not surprising, because the quad race had been dominated on six previous occasions by the South American nation. A broken engine put a dent on the hopes of category favorite Nicolás Cavigliasso. However, Manuel Andújar, already with a stage win found himself in the right place at the right time to take control of the rally. The final podium in the category was completed by Chilean Giovanni Enrico and American-Argentinean Pablo Copetti.

For his tenth Dakar, Chaleco López had to overcome a horde of quick-paced newcomers. Among

CARS OVERALL

Pos	DRIVER
1	S. Peterhansel (X-Raid Mini JCW Team)
2	Nasser Al-Attiyah (Toyota Gazoo Racing)
3	Carlos Sainz (X-Raid Mini JCW Team)

BIKES OVERALL

Pos	DRIVER
1	Kevin Benavides (Monster Energy Honda Team)
2	Ricky Brabec (Monster Energy Honda Team)
3	Sam Sunderland (Red Bull KTM Factory Team)

QUADS OVERALL

Pos	DRIVER
1	Manuel Andujar (7240 Team)
2	Giovanni Enrico (Enrico Racing Team)
3	Pablo Copetti (Mx Devesa By Berta)

ORIGINAL BY MOTUL

Pos	DRIVER
1	Arunas Gelazninkas (Zigmas Dakar Team)
2	Emanuel Gyenes (Autonet Motorcycle Team)
3	Benjamin Melot (Benjamin Melot)

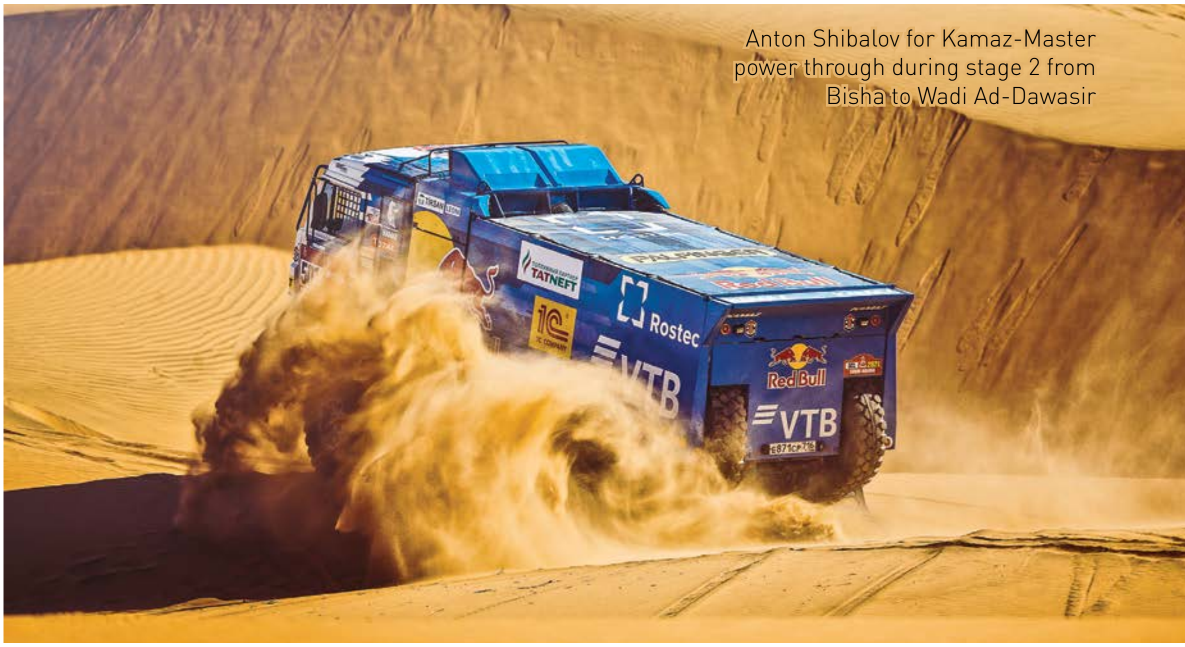
> KAMAZ CONTINUED ITS DAKAR RALLY DOMINATION IN THE TRUCK CATEGORY CLINCHING ITS 18TH TITLE AND ITS FIFTH IN A ROW

LIGHT WEIGHT VEHICLE

Pos	DRIVER
1	Francisco Lopez Contardo (South Racing CSN-AM)
2	Austin Jones (Monster Energy CAN-AM)
3	Aron Domzala (Monster Energy CAN-AM)

TRUCKS OVERALL

Pos	DRIVER
1	Dmitry Sotnikov Ruslan Akhmadeev Ilgiz Akhmetzianov (Kamaz-Master)
2	Anton Shibalov Dmitrii Nikitin Ivan Tatarinov (Kamaz-Master)
3	Airat Mardeev Dmitriy Svistunov Akhmet Galiautdinov (Kamaz-Master)



Anton Shibalov for Kamaz-Master power through during stage 2 from Bisha to Wadi Ad-Dawasir

Terranova Orlando of Mini John Cooper Works Rally in action during stage 10 between Haradh and Shubaytah

Pierre Cherpin

During his transfer by medical plane from Jeddah to France, French rider Pierre Cherpin died from the injuries caused by his fall during stage 7 from Ha'il to Sakaka. The rider crashed at 178km mark. Doctors found him unconscious when they reached him by helicopter. Taken to Sakaka's hospital, the medical report revealed a severe head trauma with loss of consciousness. He was airlifted to Jeddah's hospital from where he was going to be transferred to Lille's hospital.

Toby Price for Red Bull KTM Factory Team races during stage 9 at Neom

> DMITRY SOTNIKOV WAS A LEGITIMATE FAVOURITE IN THE TRUCK RACE THIS YEAR

them was Seth Quintero, who won two stages, and Kris Meeke, who did likewise. Nonetheless, López featured on the podium on four specials including the prologue and displayed excellent consistency until the start of stage six, during which he suffered mechanical problems. Yet López reacted perfectly to win the following three specials and climb back to the category's summit.

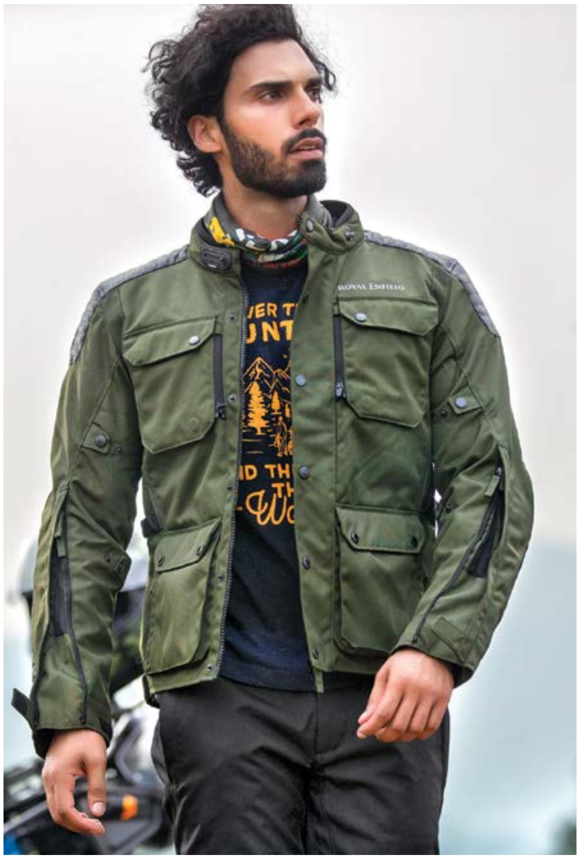
Dmitry Sotnikov was a legitimate favourite in the truck class this year. While last year his team-mate Andrey Karginov displayed imposing form with seven stage successes, in Sotnikov's case it has been his consistency that has paid dividends. Karginov lost considerable time on the first special, while Sotnikov climbed to the top of the general standings and did not budge thereafter. This triumph gave Kamaz an 18th Dakar title and the fifth in a row.

The 'Original by Motul' category was of course a major part, as riders compete in the unforgiving malle-moto category with no assistance or backup. Lithuanian rider Arunas Gelazninkas rose to the challenge and won the world's toughest rally for the Zigmas Dakar Team on a KTM Rally Replica bike.

Hero MotoSports delivered an impressive performance with Joaquim Rodrigues and Sebastian Buhler finishing in top 15. Unfortunately, CS Santosh crashed out in stage 4 after a massive accident which resulted in Santosh being put in medically induced coma before travelling to India. Ashish Raorane's campaign also came to an unfortunate end as the privateer suffered a crash in stage 5. He was the sole Indian to participate in 'Original By Motul' category. Sherco Factory backed Harith Noah became the first Indian to finish the Dakar in the top 20. Noah made history with his personal best of finishing the raid at 20th position in overall rankings, besting the previous record set by CS Santosh who completed the 2018 Dakar Rally in 34th place

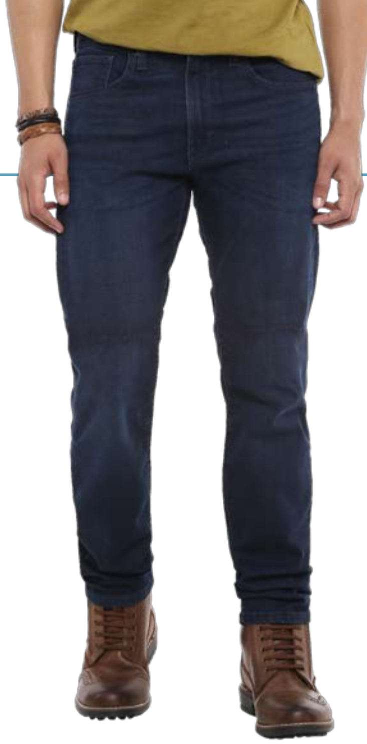
Khardungla V2 Riding Jacket

Royal Enfield's newest range of riding jackets has been out a while now, and they were kind enough to send us the new Khardungla V2 all-weather jacket from the range to try out. We've been using the jacket a while now, and straight off the bat it is evident that Royal Enfield has significantly upped the ante as far as quality is concerned. The Khardungla V2 looks, and more importantly feels, like a global standard product and that is reflected in the fact that it is CE certified. Royal Enfield say that the Khardungla is an all-weather riding jacket, it's not mesh but it has a number of tactfully placed zipper deployed air vents for the summer, but our use so far has been with tackling the chilly Delhi winters. In the cold, even without the winter-liner the Khardungla has been sufficiently warm. We did try the liner on along with the rain liner to try and ascertain whether this jacket would still work in the snow. With everything on, the Khardungla V2 is properly heavy, but we're certain it will keep you snug and warm even in the sub-zero climes of the Khardungla pass. Armour comes in the form of D30 EVO PRO for the shoulders and the elbows which are CE level 2 certified and offer substantially higher levels of protection. The back and chest guard are less comprehensive with EVA foam guards for protection, although you can easily swap these out for better armour once you have it. Zippers, largely overlooked but equally crucial to an effective riding jacket are all YKK, and from experience YKK zippers don't go wrong. The material on the jacket is an abrasion resistant 600D polyester, while the elbow and shoulder patches are 610 D Cordura for better flexibility. As for colours, there is a grey on offer, but, we love the Olive Green and black on our test jacket. At Rs 12,950 including the level 2 shoulder and elbow protection, the Khardungla is that one do it all riding jacket on a budget that you have been looking for.



PRICE: ₹ 12,950

ROYAL ENFIELD



Levis X Royal Enfield 511 Pro Riding denims

Another exciting product on the Royal Enfield catalogue is the new range of riding denims that are made in collaboration with Levis. I've been using the 511 Pro for a while now for all of my in-city riding and as someone who has long been looking for a definitive riding denim, I have to say the Levis X Royal Enfields leave a strong impression. The fabric is a mix of a high strength Lycra called ToughMax and an abrasion resistant Cordura that seems more than sufficient for low-speed city falls. What really stands out though is the comprehensive armour pockets that have space for knee and hip protection, and fits most standard CE certified armour ie Knox and D30. They aren't rain proof and they don't have much in the form of vents, but it is not a big drawback since they are plenty breathable and quite comfortable even on warmer days, and rain riding gear is separate anyway. Both the 511 and 512, also get a gusset on the inseam around the crotch for better flexibility while riding. There are also well integrated reflector strips on the sides, that add a level of safety to riding at night without being a glaring add-on when you are off the motorcycle. At Rs 6,999 (plus about Rs 3,000 for level 2 armour) the RE X Levis are a significantly more accessible option to the other riding denims on the market, without having to sacrifice a lot in terms of functionality or protection.

PRICE: ₹ 6,999 onwards

Ceramic Spray Coating: Hybrid Solutions Ceramic Spray Coating

A reliable spray on Ceramic coating is arguably the most economical way to protect your car's paintwork against the elements. Turtle's new Wax Hybrid Solutions Ceramic Spray Coating is exactly that with the benefit of being able to easily do it yourself at home. The Ceramic spray sprays on and wipes off with very little effort and adds shine to your paintwork with the benefit of protection.

PRICE: ₹ 1,830

Ice Spray Detailer

The Ice spray true multi-purpose spray for locking in that shine on paint, glass, and more surfaces. It comes with Smart Shield Technology that builds layers of shine & protection and encapsulates the dirt and grime for a scratch-free clean. Very handy for the rides during the monsoon. It keeps your car and motorcycle looking slick in between washes and safely lifts mud splashes and dirt due to rain from all exterior surfaces.

PRICE: ₹ 846

Odor Eliminator and Refresher: Odor-X Kit - Caribbean Crush Scent

The Odor-X Whole car blast canister is a quick fix for the smell of damp carpets and upholstery. Simply, start the AC with the re-circulator on, release the valve on the canister and leave the car for fifteen minutes. Use it once, and Turtle claims that your car's interiors will stay odour free for up to thirty days.

PRICE: ₹ 731

Tyre Care: Wheel & Tire Cleaner

Turtle Wax All Wheel & Tire Cleaner is a one-stop solution to remove the toughest grime on tyres. It removes the brown residue with ease and brightens up the sidewall letterings. It is super easy to use with immediate effects that leave your car tyres looking new. It even works well on alloy wheels easily getting rid of brake dust sediment after long drives.

PRICE: ₹ 530

Windshield coating: ClearVue Rain Repellent

ClearVue Rain Repellent is an easy to apply anti-fog and anti-rain silicone coating for your windshield and visor, that is an absolute must-have. It works on visors and windshields and ensures that your visibility isn't hampered whether you are driving in the winter or the rain, ensuring visibility and therein a safer drive.

PRICE: ₹ 648

Wax: Super Hard-Shell Finish Paste Wax

Another great new product from Turtle for locking in the paint and keeping scratches at bay is the Super Hard-Shell Finish. The wax promises to retain its effectiveness for up to 12 months of all weather conditions thus snow, rains, slush, dirt doesn't take away from the shine of the paint.

PRICE: ₹ 560

Heavy Duty Shampoo: Max-Power Car Wash

Max Power Car Wash by Turtle Wax is a unique car wash solution that increases the ph-cleaning power for every cleaning task. This allows you to go between a light shampoo for the regular wash or a much stronger formula for a clean up after a long road trip.

PRICE: ₹ 950

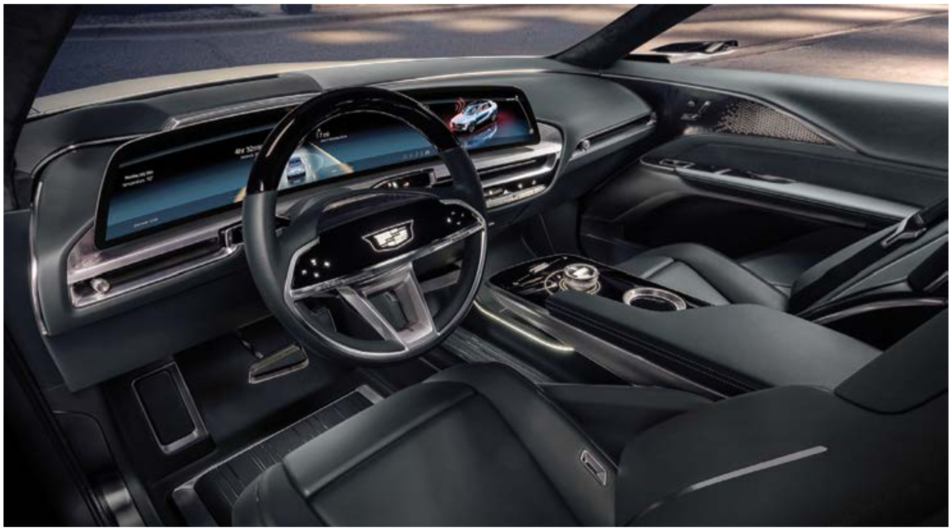
Best automotive tech from CES 2021

CES 2021 showcased the future of in-car technologies with prominent players shedding light on what we can expect to see in cars over the next few years. **Dhruv Saxena** takes you through the best automotive tech from this year's all-digital edition

Cadillac Lyriq

General Motors was easily the most prominent amongst mainstream car makers teasing a slew of new products, all-electric of course, across its subsidiaries including Chevrolet, Cadillac, Buick and the recently resurrected Hummer. GM is investing $27 billion through 2025 to ensure 40 per cent of all GM products in North America will be EVs and at the core of this plan is the Ultium EV platform. The Cadillac Lyriq pictured here is among the EVs General Motors plans to roll out over the next few years and the company used it as a vessel to showcase its new state of the art 33-inch diagonal LED display that incorporates expertise from Territory Studio, a prominent name in on-screen graphics and user interface creation for Hollywood blockbusters, and Rightpoint.

The Lyriq sports a 33-inch LED display showcasing the user interface, graphics and aesthetics that will define how users interact with their vehicles in the near future



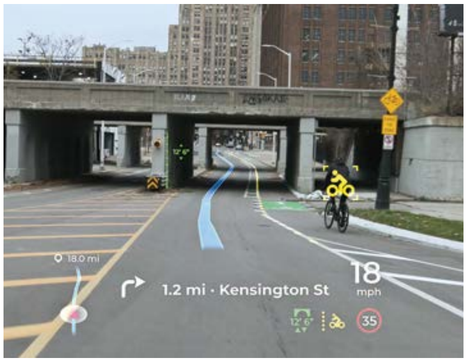
BMW iDrive

20 years after the debut of the first-ever BMW iDrive, the company showcased future direction of its infotainment setup via an expansive new display and a new operating system that can be found in the BMW's all-electric iX crossover. A single glass panel housing the instrumentation and central display isn't new, Mercedes-Benz has been doing it for a while now, but that's just part of the story. This new setup is a peek into the way users will interact with the vehicle in the near future. BMW even released a rather strange video to highlight the latest developments with the 2001 7 Series, the first to feature the iDrive operating system, and the BMW iX with the new-gen iDrive as protagonists engaged in what appears to be a heated argument between an older individual (7 Series) and a younger tech-savvy twenty-something (iX) showcasing the new Intelligent Personal Assistant talking about everything that hasn't exactly been part of BMW's core traits thus far.

FedEx
Express
fedex.com

GM BirghtDrop

General Motors launched BrightDrop at CES 2021 which comprises an ecosystem of all-electric first to last-mile products, software and services for delivery and logistics companies. Products include the BrightDrop EV600, which is an electric purpose-built delivery vehicle that utilises the new Ultium platform and promises a range of around 250 miles or 402km and a payload capacity of almost 1,000kg. It boasts a whole host of safety features as well as security features for the cargo on board. GM claims strong interest in the vehicle with FedEx being one of the first customers of the EV600. It will hit roads by the end of 2021. The other product, one that will be available in early 2021, is the EP1. It is an electric pallet with in-built motors that will help move goods from say, the delivery vehicle to the customer's doorstep or within a warehouse more easily and efficiently.



Panasonic AR HUD

While traditional head-up displays (HUDs) cover a limited area of the car's windshield, Panasonic's new Augmented Reality driven HUD takes it to the next level projecting 3D, AI-driven key information into the driver's line of sight. Imagine instead of glancing at the central display for directions, the road you're supposed to take is literally highlighted right in front of you.

Bolt EUV

GM dropped another teaser of the upcoming Bolt EUV or Electric Utility Vehicle that's slated to debut in February. What's more, the teaser confirms the presence of Super Cruise level 2 autonomous tech that allows for hands-free driving.

GENTEX

Gentex, one of the leading names in the vehicle rearview mirror business, showcased some fancy new camera-based tech. Among them were the Full Display Mirror, which beams feed from a camera straight to the rearview mirror instead of the actual reflected image. This isn't something we haven't seen before, though. The new Land Rover Defender which we've reviewed in this issue also comes with this feature, but it sure looks like tech similar to that will soon become more mainstream. The more interesting tech showcased was a rearview mirror with integrated dashcams. Bye-bye aftermarket installations additional, potentially messy wiring if manufacturers start rolling this out as a factory fit feature.

DVR Playback

Gentex has unveiled a slew of new rearview mirror technology including one that relays feed from a camera directly to the mirror for a clear unobstructed view and also one that features an integrated dashcam that could eliminate the need for messy aftermarket installations

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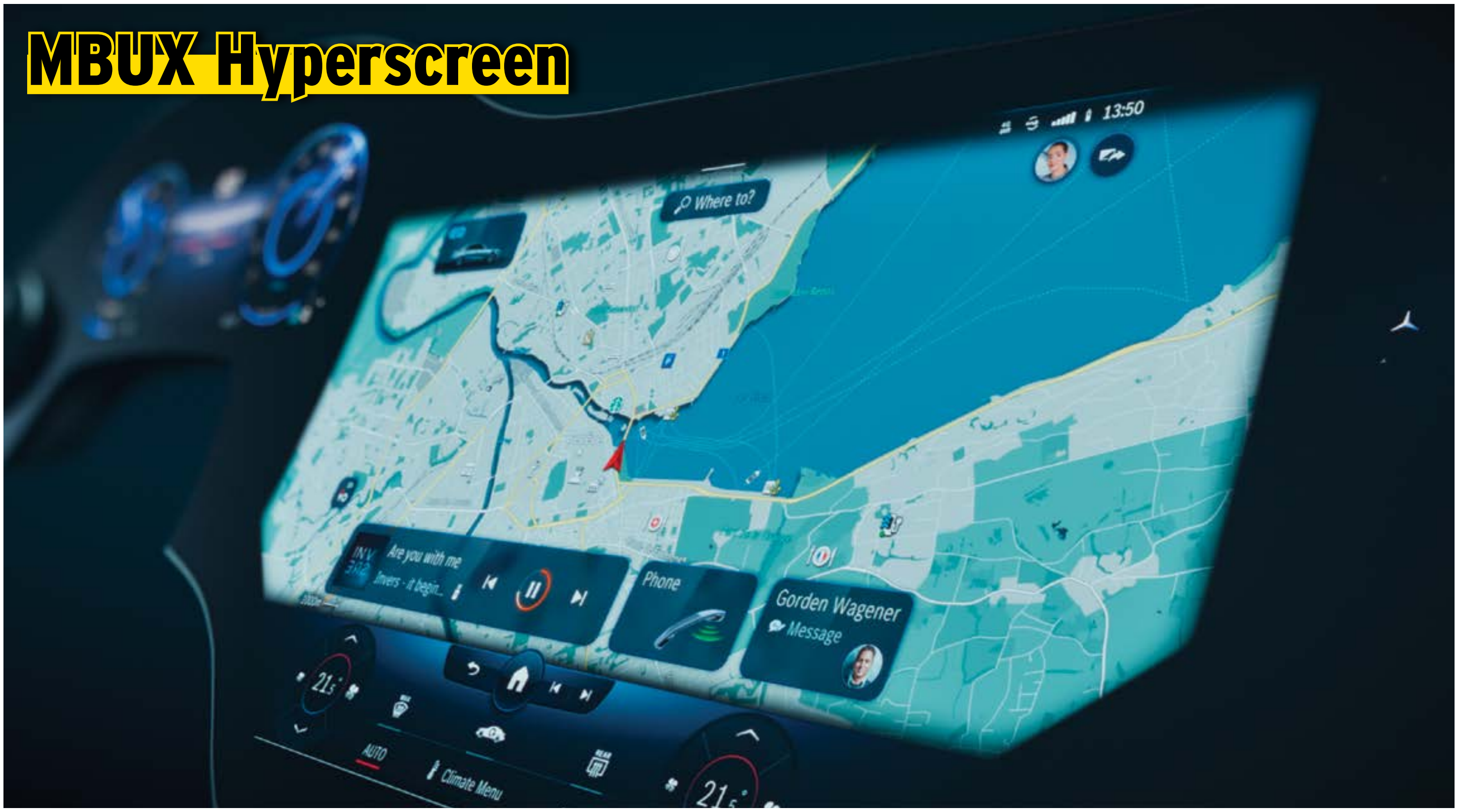
Audi e-tron GT Concept

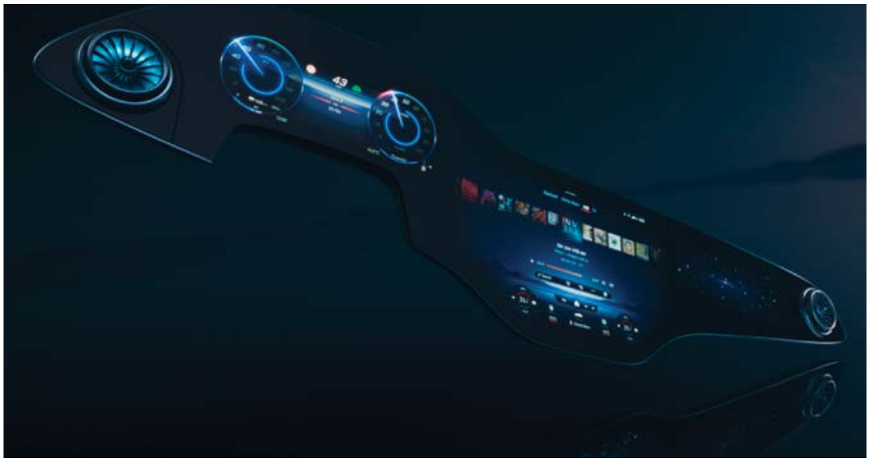
CES 2021 featured Audi showing off its e-tron GT prototype that will spawn the soon to be released all-electric grand tourer from the German car maker. While the company didn't reveal any new information, it did get 2016-17 Formula E world champion Lucas di Grassi to demonstrate the car's dynamic abilities followed by March Lichte, head of Audi Design shedding light on the e-tron GT's styling and certain key visual aspects. Although exact specifications of the production model will be revealed closer to its unveil, the concept boasts a maximum power output of 590bhp with separate motors for both axles and a 0 to 100kmph time of 3.5 seconds. It features a 90kWh lithium-ion battery pack with an estimated range of over 400km.

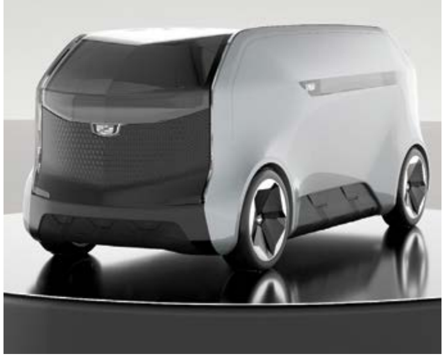
MBUX Hyperscreen



While Cadillac and BMW are busy developing giant screens for their future EVs, Mercedes-Benz unveiled one that is basically the car's entire dashboard. And just as well, considering the company already has twin-screen setups in all its new-generation vehicles. At 141cm or 55.5in wide, the Hyperscreen integrates three displays including the instrument panel and the central display as well as an additional screen on the passenger side. The display offers haptic feedback and tech specs include eight CPU cores, 24 gigabytes of RAM and 46.4 gigabytes per second RAM memory bandwidth. What's even more impressive is that this is more or less production-ready and will make it to the all-electric EQS sedan debuting later this year. Will it redefine in-car infotainment? Or will be a giant impractical fingerprint magnet? Well, we'll find out soon enough.

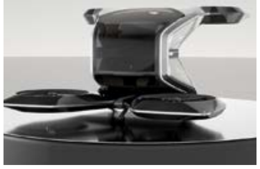
MBUX Hyperscreen spreads across the length of the dashboard integrating multiple displays and it will make its debut in the upcoming Mercedes-Benz EQS all-electric sedan scheduled break cover later this year





Cadillac Halo

The Cadillac Halo self-driving pod showcases a futuristic mode of transportation that's fully electric and fully autonomous. The cabin is set up like a luxurious living room and it features biometric sensors that can read the occupants' vital signs and alter lighting, temperature and even the perfume within the cabin. We wonder when or if at all something like this will reach production.



Cadillac VTOL

VTOL or Vertical Take-off and Landing personal drone is Cadillac's take on an air taxi for the future. It has a quad-rotor setup that makes it a rooftop to rooftop drone for a single occupant capable of speeds up to 90kmph.

DL 8SCY 2581
TRIUMPH
TIGER

Triumph Tiger 900 Rally Pro

Engine
888cc, triple-cyl, liquid-cooled
Power
95.2bhp@ 8,750rpm
Torque
87Nm@7,250rpm
Gearbox
6-speed

Wheelbase
1,556mm
Kerb weight
198kg

Fuel capacity
20 litres
Seat height
810-830mm

Price ₹15.5 lakh (ex-showroom, pan-India)
On sale Now

Jupiter has travelled

Almost half a century after Ted Simon's Tiger 100 brought the brand name to fame after traversing 126,000km over 45 countries and 4 years, Triumph have come back with a 900cc version that's designed to do all of the above and make it look easy!

PICTURES Nishant Jhamb

I like to imagine the day when the engineers at Triumph walked into work at Hinkley, only to be told that it was the end of the road for their beloved Tiger 800 and that they were to build as its replacement an entirely new motorcycle entirely from scratch. The Tiger 800, you see, was widely regarded as the poster child for adventure touring, with an almost cult following, not just in India but around the world. Building a new one entirely from scratch and ensuring that it was objectively "more" perfect than the motorcycle before it must have been like trying to make lightning strike in the same place twice, and better the second time around. Yet here it is, in the flesh, plastered on these pages, the all-new Tiger 900 Rally Pro. I could tell you right now that it is, in fact, objectively perfect but if you were as big a fan of the Tiger 800 as we were, you're probably going to want to read in excruciating details as to why. And how exactly.

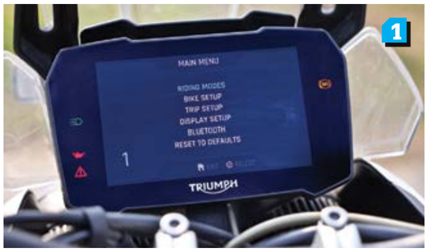
Let's start by judging the book by its cover, or in this case the bodywork. The Tiger 900 is sharper, slimmer and more angular than its predecessor, and yet somehow it has a stronger presence. From the front, the sleek LED headlamps have a sharp DRL that runs along the top like a furrowed brow, adding a

> THE TIGER 900 IS SHARPER, SLIMMER AND MORE ANGULAR AND YET SOMEHOW IT HAS A STRONGER PRESENCE. SLEEK LED HEADLAMPS HAVE A SHARP DRL THAT RUNS ALONG THE TOP LIKE A FURROWED BROW, ADDING A MEAN PERSONA

mean streak to the Tiger's presence. The lamps are flanked by two fiber wind-deflectors and an adjustable windscreen. One of the things I like about the tiger is the simple assembly that they've used for the adjustable windscreen that employs a spring mounted screw over metal channels, it's easy to use and will be cheap to repair. The adventure tourer beak too is more compact and sharper, but ties together the front end really well.

You couldn't tell, looking at it parked but the tank on the Tiger is actually slimmer than the one on the Tiger 800 by a fair margin. Despite its more compact dimensions, the capacity has

1.The new 7inch TFT console is reflection free, and is easy to read even under harsh light. Its array of functions is what sets it apart. Mobile connectivity, music and your GoPro can be managed in addition to shift on the fly interfacing for the five available rider modes. 2. &3. The button cubes on the Triumph Tiger feel top-shelf, the four-way toggle and its intuitive placement make for an easy to interface with console even when you are riding. 4. The more compact motor is canted forward to improve the center of mass, and relieves a few extra mm of ground clearance, but you have to love the Trellis frame painted in white



DL 8C CY 2581

COMPETITION CHECK

BMW F 850 GS

Engine 853cc
Power 95bhp **Torque** 92Nm
Price ₹ 13.25 lakh (ex-showroom)

increased to 20 litres. Housed inside the beaky front end is the new split radiator setup that integrates nicely into the fairing. What really stands out throughout is Triumph's understanding of the ground realities of riding and owning an adventure motorcycle. Like the fact that the LED indicators have been moved from the radiator mounts on the 800 to near the headlights, protecting them from breaking every time the bike tips over. This philosophy extends under the skin too, the Triumph 800's frame was a single unit with the subframe and footrest hangers welded onto the primary frame, leaving it vulnerable in big crashes. The new frame assembly consists of a light-weight aluminium subframe bolted onto the brand new primary frame, fixing the issue and ensuring owners repair costs stay low even in serious crashes. There's a new 7-inch TFT instrument setup as well, that works well even in the day time and gets Triumph's own MYTRIUMPH bluetooth connectivity suite that allows you connect and interact with wireless headsets, your mobile (for telephony and navigation) and a GoPro. I'm not one for fancy instrument clusters, personally, but the functionality that this particular unit offers stands out significantly.

The center-piece of this new motorcycle though is the brand new 888cc in-line three that replaces the old 800 triple. The old motor, although iconic in its own right, rode like a supersport. All the fun was way up high in the powerband, that's great on tarmac not so much on the slippery stuff. To fix this, the Triumph Tiger 900 employs a T-plane crank with an asymmetric 1-3-2 firing order, that significantly improves the power distribution in the low-to-mid range of the engine without really taking much away from its signature top end performance. The new firing order alters the aural experience too. There is more bass to it, and it's notably gruffer. The 95.2bhp available hasn't changed much, although peak power comes in quicker on the

TRIUMPH
900
TIGER
RYNOX

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2

3

IND DL 8SCV 2581

4

1.Adjustable mono-shock at the rear of the Triumph Tiger 900 from Showa can be adjusted for both preload and rebound, the performance is notably improved both on the road and off it. 2. The 830mm seat may seem daunting on paper, but is actually quite approachable once you're in the saddle, a heating function is a boon for winters. 3. The adjustable windscreen is easy to work and functional. 4. The slimmer tank has better knee recess and makes it easier to dial in

> FULLY ADJUSTABLE SHOWA SPRINGS BOTH AT THE FRONT AND BACK AND SHARPER RAKE ANGLE MAKE FOR A TIGER THAT IS SHARPER AND LIGHTER ON ITS TOES THAN EVER BEFORE

900 by 250rpm. Instead Triumph has focused on the torque delivery, 87Nm (8Nm more) of peak torque is delivered almost 800rpm earlier. As a result of all of the above, the Tiger 900 just feels more tractable. It's better in traffic at low city speeds and it is significantly better at idling speed. That said, you push that needle and the top end performance will still surprise you. The surge of power is not as manic as before, but its progessive and consistent delivery is equally infectious. The six speed gearbox has been tweaked too with a much taller ratio on the 5th and 6th gear. As a result highway cruising speeds are achieved under 5,000 rpm, at which the engine is almost silent.

In the saddle, the narrower tank, well proportioned seat and lighter overall construct hide the already diminished proportions of the Tiger 900 well. The entire design of the Tiger 900 seems to be around the central idea of managing the moving masses, the engine is lighter and more compact and has been placed tilted forward in the new chassis to relieve more ground clearance without raising the seat height. The fact that the seat is adjustable by 20mm makes it all that much more accessible. Add all of this to the fully adjustable Showa springs both at the front and back and sharper rake angle, make for a Tiger that is sharper and lighter on its toes than ever before.

Despite the large 21-inch wheels the Tiger 900 manages to be quite agile even on the road, thanks to a shaper rake angle and new fully-adjustable Showa springs

Likes

Power delivery, comfort and rideability

Dislikes

Could've used a lithium ion battery

VERDICT

The Tiger 900 brings the marquee to the next generation in style. It stands out for being an earnest rider-focussed rebuild that has been designed keeping the needs of the rider and the scope of the motorcycle's use in mind. At 15.5 lakh ex-showroom for the Tiger 900 Rally Pro, with all the bells and whistles I'd consider the Tiger one of the strongest of the middleweight adventure tourer offerings by a long shot. The lighter construct, comprehensive electronics and tractable motor make it feel that much more accessible as well.

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The new face of SPEED

Triumph's 2021 Speed Triple is here! **Dipayan Dutta** introduces you to Triumph's latest flagship that takes the track bike for the road ethos a whole step forward

The Speed Triple is back. Triumph has just revealed its flagship roadster now in its fifth generation. The 2021 Speed Triple 1200 RS for all intents and purposes is an all new motorcycle, with an all-new motor, fresh-new styling added to a smorgasbord of electronics and top-shelf equipment. Despite being just revealed to the world, Triumph is keen to fast-track the roll out of its new flagship roadster. Triumph has launched the new Speed Triple 1200 RS in India priced at Rs 16.95 lakh (ex-showroom, India) with deliveries set to commence towards the end of March. First batch is limited to 30 units and bookings can be made

> THE 2021 SPEED TRIPLE 1200 RS IS THE FASTEST, MOST POWERFUL MOTORCYCLE TO USE THE NAMEPLATE, AND IS STILL SOMEHOW THE LIGHTEST!

LEGACY OF SPEED

T309 (1994-1996)
The first Speed Triple was launched in 1994, based around the modular 855cc motor from the Daytona of that generation. Code named the T309 the Triple paired the watercooled triple with a 5-speed gearbox.

T309

T509 (1997-1999)
After the T309 run of Speed Triples, Triumph released the first of its new generation of fuel injected sportbikes, the T509 Speed Triple with a complete redesign. While the all new engine still displaced 885cc, it now produced 108bhp thanks to a new engine management system.

T509

T509

955i(2000-2004)
For the years 2000 and 2001 the Speed Triple changed little other than cosmetically. The engine control unit was slightly updated. The 97-99 bikes had a ground block known to fail, and so the 2000 and 2001 bikes received an improved wiring harness.

955i

1050 (2005-2016)
The 1050 is the closest relative to the last generation of the Speed Triple that was launched in 2016. The first 1050cc Speed Twin was launched in 2005, with some tweaks added in 2011. The last set of updates came in 2016 with 104 changes only to the motor.

1050

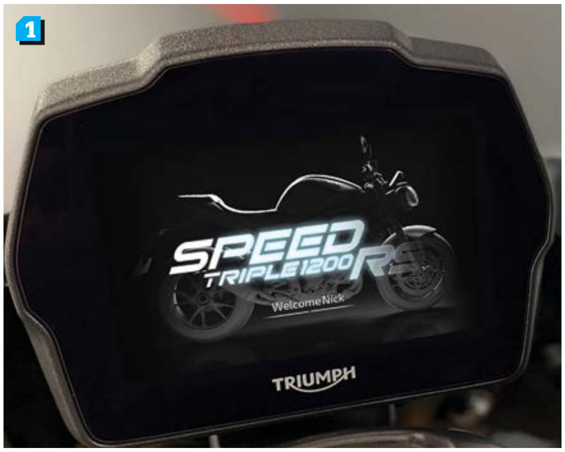
1050R

1050RS

by depositing Rs 1 lakh. The Speed Triple 1200 RS for India will be built in Triumph's Thailand facility and will make it to India as a CBU under the ASEAN agreement.

Cosmetically, while each individual panel may be different from its predecessor, the summation of its parts is a motorcycle that is somehow fresh and new, but still has the distinct silhouette of the Speed Triples of the past. Starting with the familiar bug-eyed LED headlight cluster, it is now sharper and accented by the sharp LED DRLs. The fuel tank is notably more muscular than before with new graphics that run along the knee recess, the front mud-guard is carbon fibre and there's a new body coloured belly pan and a removable tail section over the pillion seat. The new Speed Triple 1200 RS will come in two colour themes - Sapphire black that combines black body paint with grey and red graphics and a Matt Silver Ice that sets dark grey and neon green graphics against a steel grey body paint.

The big news though is the mechanical changes. If the name hadn't already given away, the new Triumph Speed Triple now has a 1,160cc triple-cylinder motor moving up a whole segment from the outgoing motorcycle's 1,050cc. While the engine may share its genes with the 1,050cc triple that it replaces, it is a ground up new engine. Better materials and design mean that despite gaining displacement the engine is not only

1


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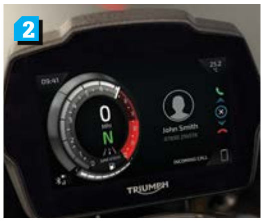

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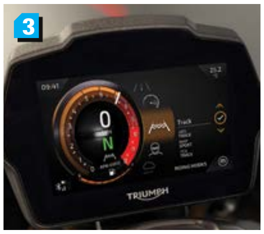

4

5

1.&2. All-new TFT instruments with a new OS gets the MyTriumph Connectivity module that allows you to make and receive phone calls as well as interface with media on your phone. 3. You also get a total of 5 rider modes including an all-out track mode 4. Fully adjustable Ohlins at the back and front show the Speed's track-spec aspirations 6. The new tail-section can be removed to liberate a pillion seat

1
SPEED
TRIPLE

1. The new 1,160cc triple may have grown in displacement but is actually physically more compact than the outgoing engine and is 7kg lighter than the 1,050cc unit on the previous generation bike. 2. Adjustable levers and bar end mirrors are a functional addition to the Speed's presence

more compact in terms of dimensions it is also 7kg lighter. With a rated output of an incredible 180bhp@10,750rpm and 125Nm of peak torque, the 2021 Speed Triple adds 30bhp and 8Nm of torque on the previous generation's outputs. Infused with technology from Triumph's Moto2 programme, Triumph also says the new Speed Triple will have better power delivery, thanks to a much flatter torque curve and a higher 11,500rpm redline. The motor is paired with a new 6-speed gearbox with a slip and assist clutch, Triumph says the new stacked 6-speed has better packaging with reworked ratios.

The 2021 Speed Triple 1200 RS is based around an all new chassis which better centralises the mass of the motorcycle while being considerably lighter. Triumph makes a habit of high quality equipment for their motorcycles and the Speed Triple 1200 RS is no exception. The 1200 RS gets fully adjustable Ohlins suspension, Brembo Stylema callipers with a linked braking system and almost track-spec Metzeler RaceTec RR tyres. The Speed Triple 1200 RS' on board electronics suite includes a 6-axis IMU that feeds a cornering ABS system, the wheelie control and a switchable cornering traction control system.

Hyundai Kona

Electric Premium

Six airbags | **Climate control** | **All** Power Windows | **Electric** ORVMs | **Keyless** entry **I 7in touchscreen** | Audio sys **with Bluetooth, USB, Aux, Apple CarPlay, Android Auto, Voice Recognition** | Standard Warranty **3yrs/ Unlimited km I** Battery Warranty **8yrs/1,60,000km I TPMS I** Auto headlamps **I VESS I Electric Sunroof I** Extended warranty **available I ESC I VSM**

Test Started **October, 2019/865km**

Current Odo reading **10,298km**

Mileage this month **1,085km**

Electricity used this month **164.7 units**

Hyundai offers the Kona Electric in a single variant with a substantial number of features befitting a car carrying a Rs 27 lakh price tag on-road. It also gives the Kona an edge over its chief rival, as attested by our road test in the November 2020 issue. One of my favourites is the ventilated seat function for the front passengers, a feature that I personally feel should have become more common by now keeping our generally hot and humid climate in mind. Along with ventilation, the Kona's front seats are also heated, although that feature is hardly put to use. Save for a couple of exceptionally cold early mornings, I've never really felt the need to put seat heating on and even when I did, five minutes of it was more than enough. I doubt many, if any, customers have felt the need to use heated seats in India. While I haven't found any real reason to complain features wise, there are a few things Hyundai should add if and when the company decides to roll out an updated model. The addition of a panoramic sunroof would go a long way in helping increase the feeling of space within the cabin. Also in my wish list is Hyundai's Bluelink connected car tech that has already found its way into cheaper models like the i20.

Next month, the Kona is scheduled to go back to Hyundai for a software update and I'm eager to test how that affects performance in terms of range and charging, if it does at all. Currently, I'm averaging around 350km per charge which is almost 100km off the claimed figure.

Hyundai Kona Electric comes with ventilated and heated front seats. The former comes in handy in our hot and humid climate

> ALONG WITH VENTILATION, THE FRONT SEATS ARE ALSO HEATED, ALTHOUGH THAT FEATURE IS HARDLY PUT TO USE

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Hyundai Creta

Model **SX(O) 1.4 Turbo GDi**

Six airbags | **Auto** Climate control | **All** Power Windows | **Electric** ORVMs | **Keyless** entry I **26cm HD touchscreen** Infotainment with BlueLink, Bluetooth, USB, Aux, Apple CarPlay, Android Auto, Voice Recognition | **Bose** Audio System with 8 speakers | **Rear Camera** with steering adaptive parking guidelines display | **Puddle lamps** with welcome function | In-built **Air Purifier** | **Cruise** Control | **Cooled** Glove Box | Standard Warranty **3yrs/Unlimited km** I **TPMS** I **Auto** headlamps I Electric **Panoramic Sunroof** I **Extended warranty** available I **ESC** I **VSM** | **HAC** | **ECM**

Test Started **August, 2020/6,559km**

Current ODO reading **11,397km**

Mileage this month **3,293km**

Efficiency this month **12.6kmpl**

The Creta really needs no introduction. It has written a success story that has been the envy of its competitors and Hyundai hasn't backed off the throttle either, setting benchmarks for everyone else to follow. It thus comes as no surprise that the all-new Creta sees its time being spent with Yogen, Rahul and I now, sneaking in an opportune moment to grab its keys and lay claim to its long term test reports.

Always a handsome car, the original Creta looked premium until you stepped inside where the interior simply couldn't keep up with the exterior styling. Dull colour choices and layout meant that it quickly began to look old and that was possibly the biggest flaw for the car, for me. Come 2020 and my opinions were well, reversed. I now found myself doubting the uber futuristic exterior styling while being so impressed by the interior, that I had to keep reminding myself that I'm not sitting in a car from the German Big Three. This was until a day on shoot when our photographer, Nishant and I took in a little time to admire it's exterior and interior styling and I was smitten. I now completely love the exterior styling of the car. The oddly shaped lamps, both front and rear, look stunning at night while the increased dimensions add to the premium looks. Every section of the car is proportionate and no styling element is overdone. If I had to nitpick then the grille in my opinion needs better designing but that's about it. I am enamoured by the interior design. Looks aside, Hyundai has even backed it up with the premium touch and feel of the materials. Just everything in the cabin feels plush and of quality with the feature list running long, Hyundai hasn't left the slightest chance to even nitpick here.

Just to emphasise my love for the interior of the new Creta, this is my favourite place in the car. What's hidden, are a plethora of features that the car has to offer

> I AM ENAMOURED BY THE INTERIOR DESIGN. LOOKS ASIDE, HYUNDAI HAS EVEN BACKED IT UP WITH THE PREMIUM TOUCH AND FEEL OF THE MATERIALS

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Hyundai Tucson

Model **AT GLS 4WD**

Six airbags | **ABS** with **EBD** | **ESC, VSM, HAC, DBC, ATCC** | **TPMS** | **Drive Mode** Select | **Cruise** Control | Dual Zone Auto **Climate Control** | **All** Power Windows | **Keyless** entry | **Electric** ORVMs | **Penta Projector** LED headlamps, LED DRLs | **Electric** Panoramic Sunroof | **8in HD touchscreen** with Navigation, Audio sys with 8 Speakers, Amplifier, Apple Car Play/Android Auto | Standard Warranty **Upto 5 years** | **Complimentary Maintenance** 3yr/30,000km

Test Started **December 2020/ 3,396km**

Current ODO reading **3,668km**

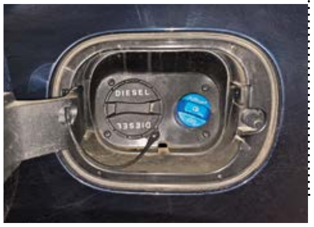
Mileage this month **272km**

Efficiency this month **11.6kmpl**

I have been busy driving the Tucson's smaller stable-mate up in the mountains this month as you would have been reading elsewhere in this issue and hence the very low mileage that has been logged on the big SUV. Actually when I was on the way up into the mountains I was thinking whether I had made a big mistake in not taking the Tucson because of its off-road capability thanks to the HTRAC AWD system but the i20 proved capable enough of handling the winter terrain of the Lahaul and Spiti valley once again. Unfortunately we brought the cold weather back to Delhi NCR with us from the mountains and it is when I have realised the great utility of the large sunroof – enjoying the pleasant north Indian winter sun in the car, perhaps for the first time. What has also impressed is the 2.0-litre diesel engine which in its BS6 avatar now also comes with a 14-litre diesel exhaust fluid tank that is filled through a blue cap next to the fuel filler. The engine is amongst the best performing diesel engines with max power of 185bhp coming in at 4000rpm and peak torque of 400Nm which comes in at a low 1,750rpm and stays till 2,750rpm. Such a wide 2,250rpm power band as well as the 8-speed gearbox can make for a very spirited driving experience if one desires. Compared to the other 2-litre diesel engines in the market this is not only more powerful but torquey as well. The 8-speed gearbox is smooth, keeps the car in the power band that you would want it to be in and I have the feeling that 8 is just the right number of gears on the Tucson as 9 may have been an overkill as I have experienced on other SUVs in this segment while 6 was too low. The next test of the Tucson should be to find out how well the HTRAC system performs and I am eager to put it through its paces.

> THE SUN ROOF HAS BEEN SUCH A BOON DRIVING IN THE COLD AND SORDID WINTER WEATHER OF DELHI NCR

The diesel exhaust fluid has to be filled in through the blue lid next to the fuel filler and care should be taken to not spill any at all



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Maruti Suzuki Vitara Brezza

Two airbags | **Auto** Climate control | **All** Power Windows | **Electric** ORVMs | **Keyless** entry | **7in touchscreen** Infotainment with Bluetooth, USB, AUX, Apple CarPlay, Android Auto, Voice Recognition | **4** speakers| **Rear Camera** with parking guidelines display | **Rain Sensing** Auto Wipers | **Cooled** Glove Box | **Cruise** Control |

Model **ZXI+ AT Dual Tone**

Test Started **October 2020/1,609km**

Current ODO reading **9,547km**

Mileage this month **435km**

Efficiency this month **16kmpl**

HR26EG5053

The Maruti Suzuki Vitara Brezza had a change of heart in 2020 to meet BS6 emission regulations, that meant bidding good-bye to the age-old diesel mill and welcoming Maruti's tried and tested 1.5-litre four-cylinder naturally aspirated petrol engine. While we would've loved to see both the powertrains working their magic in the compact SUV segment, Maruti clearly doesn't share the same feeling. From a diesel-only model, it has now become a petrol-only model, and this transition has altered the character of the car. Compared to its diesel counterpart, the petrol format offers much better NVH levels with a refined ride quality. Power delivery is linear, and there is no low-end lag like before. However, power builds conservatively in the mid-range of the rev band, and it's only between 4,000 and 6,000rpm that the Brezza feels especially willing. The 4-speed torque convertor falls short of complementing the engine. Shifts are executed at an average speed but it hesitates to respond to quick down shifts. If your usage is going to be primarily within the city then this gearbox should be fine. The steering no longer has the heavy feel to it, instead, it now feels much lighter. It's great for an urban setting and tackles heavy-traffic without breaking a sweat, but it lacks the accuracy from the previous set-up. In over 7,000km+, the Brezza saved up a considerable amount of our time frequenting a fuel station. The 15kmpl efficiency is thanks to the mild-hybrid system which comes with an integrated starter generator and a lithium-ion battery pack that assists while accelerating and brings an engine start/stop feature, which we found to be extremely helpful during rush hour. Coasting and braking helps in transferring the power back to the battery. This holistic system helps out in reducing the wear and tear of the brakes.

> THE 4-SPEED TORQUE CONVERTOR FALLS SHORT OF COMPLEMENTING THE ENGINE

The 1.5-litre naturally aspirated petrol engine replaces the diesel unit to offer much improved NVH levels. The Overdrive (OD) mode allows the engine to operate at a lower rpm to achieve better fuel efficiency and is ideal on highways

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Kia Sonet

Model **GTX+ 1.0 T-GDi IMT**

Six airbags | **Auto** Climate control | **All** four power windows| **Keyless** entry | **Touch screen** infotainment system with Apple Car Play and Android Auto | **3yr/ unlimited km** warranty

Test Started **October 2020/ 1,947km**

Current ODO reading **6,340km**

Mileage this month **1,022km**

Efficiency this month **14.9kmpl**

It is very hard to believe that it has been only 5 months with our long term Kia Sonet, although the 4,000km on the odo should quantify exactly how much we like spending time with the Sonet. Now we've spoken a lot about this specific engine trim of the Sonet and raved on about how well the iMT gearbox pairs with the 1.0-litre turbo three pot, but in the slightly broader spectrum what really sets the Sonet apart is the space that it offers. As part of the sub-4 meter club the Sonet doesn't have a much larger footprint than the rest of the segment, but even then step in and it's easy to forget the dimensions to which it is restrained. The interior lining moulds have been designed in a smart way to maximise the usable space, meaning that the Sonet can fit four plus luggage for those long-weekend getaways. The top-shelf GTX+ trim on our long-termer is expensive, without a doubt, but it gets harder to argue with once you've spent a little time with it. The interiors feel premium and fresh, even in a segment that finds new ways to push the benchmarks, every year. The driver and co-driver's seats are ventilated, and are perfectly contoured for support even on very long drives. The flat-bottom wheel is another great aesthetic addition, and is functional too with intuitively positioned controls and up-market materials. The features list is a gift that keeps on giving, you've got wireless charging, Android Auto and Apple CarPlay and a Bose audio sound system. There's a remote ignition system too, on the key, that allows you to turn on the car from the outside, the only caveat being that the car will have to be in neutral and the handbrake should be on.

The cockpit is one of the most aesthetically appealing things in the Sonet. We love the way the interiors integrate the pop-up style infotainment and the driver's instrument panel

> THE TOP-SHELF GTX+ TRIM ON OUR LONG-TERMER IS EXPENSIVE, BUT IT GETS HARDER TO ARGUE WITH ONCE YOU'VE SPENT A LITTLE TIME WITH IT

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Hero Xpulse 200

Disc, Fuel Injection

Digital display **Yes** | Tachometer **Yes** | Fuel gauge **Yes** | Electric start **Yes** | Disc brakes **Both** | Tyres **tube** | ARAI Efficiency **NA** Price **Rs 1,11,790 (ex-showroom, Delhi)** Warranty **5 years/ 70,000km**

Test Started **August 2020/115km**

Current odo reading **1,300km**

Mileage this month **150km**

Efficiency this month **44.6kmpl**

One of the biggest perks of being an automotive journalist is getting to spend crucial saddle time with motorcycles across the spectrum. This month, I finally got to swing a leg over the Tiger 900 Rally Pro, one of the most capable adventure touring bikes out there. While they are not comparable in any way, being on the Tiger 900 in the dirt, brought new perspective to the time I've spent with the Xpulse off-road. I try to make a habit of taking the Xpulse out on trails over the weekends, and I have to say that I'd only take the Tiger on trails where I haven't struggled on the Xpulse. In the tougher bits, as a novice off-road rider, the Xpulse 200 is more my speed. It's lighter, easier to maneuver and best off all if you end up with a face full of dirt, repair bills are almost negligible. In the BS6 version, oil cooling and a remapped fuel injection system have brought big changes to the way the Xpulse performs even though on paper it has lost marginal amounts of both power and torque. 0.32bhp and 0.65Nm less, to be precise but thanks to the improved power band, the Xpulse not only accelerates quicker but also feels more composed at highway cruising speeds. Our VBox tests show the Xpulse is quicker to 60 by about 0.3 seconds but is almost a full 2 seconds quicker to a 100 than the BS6 bike. Another thing that has drastically improved are the brakes on the BS6 version or more specifically the ABS. On the BS4 bike the ABS was poorly calibrated, but those issues are gone on the BS6 bike that stops confidently no matter what the surface.

I love the on-off road Ceat tyres on the Xpulse, they have more than enough grip on the road, and are quite good off-road as well

> OIL COOLING AND A REMAPPED FUEL INJECTION SYSTEM HAVE BROUGHT BIG CHANGES TO THE WAY THE XPULSE PERFORMS

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Royal Enfield Meteor 350

SuperNova

Digital display **Yes** | Tachometer **No** | Fuel gauge **Yes** | Electric start **Yes** | Disc brakes **Both** | Tyres **Tubeless** | Price **Rs 1.90 lakh (ex-showroom, Delhi)** | Warranty **2 year/ 30,000km**

Test Started **December 2020/70km**

Current odo reading **522km**

Mileage this month **312km**

Efficiency this month **33kmpl**

The Royal Enfield Meteor 350 has been with us for a couple of months now and let me tell you that till now has been a splendid experience riding this bike. In the last issue, we spoke to you about the benefits of having a windshield during winters and in this one, let's talk about the lights. On a rather cold foggy morning I rode out the bike and realised the importance of have LED daytime running lights and tail lights. Both units were bright enough making it easier for fellow motorists to spot me. This is something which seems to be well thought about and even at night the visibility offered by the headlight is good enough. However having a modern LED bulb inside would have made things even better. It is surely a common conversion and the bike can be retrofitted with it. However it will be good to check with an authorised service centre for warranty. To be honest it should not as it is purely a plug and play system here.

The other thing I would like to talk about is the seat. The bike we are running comes with standard seats and they tend to feel a bit hard for my liking. Royal Enfield has a rather long list of accessories in the offing. This list also includes a touring seat. I have been using it on my very own Royal Enfield Himalayan and it works like a treat. I highly recommend having it instead of going for aftermarket covers. The pillion seat though seems a tad too small and on longer journeys the fact that it has very less movement space can become a cause of discomfort. But let me comment on it once I have ridden with someone at the back. Till then ride safe and stay tuned.

> THE TOURING SEAT WOULD BE MY FIRST GO TO ACCESSORY ON THE ROYAL ENFIELD METEOR 350

The LED day time running lights sure came as a boon during the cold foggy mornings here in the Delhi NCR region

DL 3SER 3560

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Benelli Imperiale 400

BS6

Digital display **Yes** | Tachometer **Yes** | Fuel gauge **Yes** | Electric start **Yes** | Disc brakes **Both** | Tyres **Tubeless** | Price **1.99 lakh (ex-showroom, Delhi)** | Warranty **3 years**

Test Started **December 2020/70km**

Current odo reading **1,110km**

Mileage this month **200km**

Efficiency this month **30kmpl**

The front suspension absorbs better than the rear. The front wheel needs to be balanced as we are facing a wobble at high speeds

The Benelli Imperiale 400 has been out of my hands for the better part of the month as it was borrowed by my colleagues for an exhaustive road test which you might have already read in the earlier pages. The bike may not have come up on the top but that does not take away from the fact that it is a good package. I love the way the bike holds on to the road and the way the bike behaves at higher speeds. The engine at the same time feels so smooth and the exhaust note rorty. The riding position too is spot on and offers ample comfort for longer rides. The only thing which could have been better done then would be the rear suspension. It is too stiff for my liking. While the front end offers ample absorption, the same cannot be said for the rear.

Another odd update comes in form of a strange wobble from the wheel up front. The bike had come back from the service centre running like new. But we experienced this issue once we took it out on the highway a week or so after taking the bike back. My personal thought then is that it is a balancing issue and the front wheel needs to be trued. This though is a simple issue thanks to the bike featuring a spoke wheel set up.

Since I will be handing over the bike to my colleague Gurdeep for the rest of the tenure he will get the issue sorted before logging on the miles. Stay tuned to updates.

> WHILE THE FRONT END OFFERS AMPLE ABSORPTION, THE SAME CANNOT BE SAID FOR THE REAR

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Sandeep Kumar seals LGB Formula 4 title

AN EVENTFUL finale of the 2020 JK Tyre FMSCI National Racing Championship saw Sandeep Kumar seal the LGB Formula 4 title after early leader Ashwin Datta hit trouble. In the Novice Cup, Amir Sayed clinched the title in truly dominant fashion after winning every single race in the category. Ahura Racing's Anushriya Gulati defeated some tough competition in LGB Formula 4 to take home the Rookie title. She had another reason to celebrate as she also pipped Mira Erda and Phoebe Nongrum to win the Women's category title.

Continuing strong form from round 1, Dark Don Racing's Ashwin finished the first two races of the weekend on the podium. This placed him in a great position to seal the championship, but the 22-year-old had to endure a difficult final day. His car was struck with a brake failure in the first race and had to start the final race from the back row of the grid. Unfortunately, he crashed out at the very first corner, and had to call for an early retirement. This meant the ball was in his teammate Sandeep's court, and he finished the race in fifth place to take home the crown with 66 points. Ashwin had to settle for second place overall with 63 points, while MSport's Vishnu Prasad finished third with 54 points. to complete a star studded podium at Kari Motor Speedway in Coimbatore.

Diljith TS (C) grabbed first place in the final race, followed by Sandeep Kumar (L) and Sarish Hataria (R) completing the podium in third place. In the Women's category, 25-year old Anushriya Gulati dominated the category ahead of Baroda-based Mira Erda, and Phoebe Nongrum

Mumbai Falcons start season with strong performances

MUMBAI FALCONS made an impressive debut in the Formula 3 Asian Championship, with Jehan Daruvala grabbing podium in race 1. His good run helped him finish in seventh position in the overall drivers' standings with 27 points.

Kush, however, was unfortunate as he was hit by another car and had to pit. He struggled in race 2 & 3 as well with a braking issue and then losing time over repairing damage from a collision, putting him back in 14th position by the end. Round 2 and 3 moves to Abu Dhabi's Yas Marina circuit from February 4-7.

Jehan extends contract with Carlin Racing

RED BULL Racing confirmed the contract extension to Jehan Daruvala in 2021, after the Indian racing star created history when he successfully culminated his maiden FIA Formula 2 Championship with a well-deserved victory. Jehan will continue with Carlin for his second season. The 2021 season kicks off in Bahrain on March 26 and will now have three races each weekend.

CAR & BIKE
BUYING GUIDE

The facts, figures and features for every car and motorcycle available today

THE MOST COMPREHENSIVE PRICE GUIDE IN THE INDUSTRY DOWN TO THE LAST DETAIL, TO HELP MAKE YOUR BUYING DECISION A LOT SIMPLER

GLOSSARY OF ABBREVIATIONS USED

A - Automatic
B - Both front & rear
D - Diesel
E - Electric
F - Front
H - Hybrid
R - Rear
M - Manual
N - Not offered
O - Optional
P - Petrol
S - Seating capacity
SR - Sunroof

Prices

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
DATSUN											WWW.DATSUN.CO.IN
Redi-GO D	P	Hatch	2.83	799cc	54	NA	NA	✗✗	✗✗	✗✗	NA
Redi-GO A	P	Hatch	3.58	799cc	54	NA	NA	✗✗	✗✗	✗✗	NA
Redi-GO T	P	Hatch	3.80	799cc	54	NA	NA	✗✗	✗✗	✗✗	NA
Redi-GO T(O)	P	Hatch	4.16	799cc	54	NA	NA	✗✗	✗✗	✗✗	NA
Redi-GO T(O) 1.0	P	Hatch	4.44	999cc	67	NA	NA	✗✗	✗✗	✗✗	NA
Redi-GO T(O) 1.0 AMT	P	Hatch	4.77	999cc	67	NA	NA	✗✗	✗✗	✗✗	NA
Go D	P	Hatch	3.75	1198/3	68	140	20.1	✗✗	✗	✗	N
Go A	P	Hatch	4.70	1198/3	68	140	20.1	✓✗	✗	✗	N
Go A (O)	P	Hatch	5.00	1198/3	68	140	20.1	✓✗	✗	✗	N
Go T w/VDC	P	Hatch	5.28	1198/3	68	140	20.1	✓✗	✗	✗	B
Go T (O) w/VDC	P	Hatch	5.53	1198/3	68	140	20.1	✓✗	✗	✗	B
Go T CVT	P	Hatch	5.94	1198/3	77	140	20.1	✓✗	✗	✗	B
Go T (O) CVT	P	Hatch	6.18	1198/3	77	140	20.1	✓✗	✗	✗	B
Go+ D	P	MUV	4.12	1198/3	68	140	19.4	✗✗	✗	✗	N
Go+ A	P	MUV	5.00	1198/3	68	140	19.4	✓✗	✗	✗	F
Go+ A (O)	P	MUV	5.55	1198/3	68	140	19.4	✓✗	✗	✗	F
Go+ T w/VDC	P	MUV	5.93	1198/3	68	140	19.4	✓✗	✗	✗	B
Go+ T (O) w/VDC	P	MUV	6.15	1198/3	68	140	19.4	✓✗	✗	✗	B
Go+ T CVT w/VDC	P	MUV	6.58	1198/3	77	140	19.4	✓✗	✗	✗	B
Go+ T (O) w/VDC	P	MUV	6.80	1198/3	77	140	19.4	✓✗	✗	✗	B
HYUNDAI											WWW.HYUNDAI.COM/IN
Santro Era Executive	P	Hatch	4.57	1086/4	68	NA	20.3	✓✗	✗	✗	F
Santro Magna	P	Hatch	5.03	1086/4	68	NA	20.3	✓✗	✗	✗	B
Santro Sportz	P	Hatch	5.40	1086/3	68	NA	19.3	✓✗	✗	✓	B
Santro Magna	CNG	Hatch	5.84	1086/5	68	NA	21.3	✓✗	✗	✓	B
Santro Magna AMT	P	Hatch	5.52	1086/4	68	NA	20.3	✓✗	✗	✓	B
Santro Asta	P	Hatch	5.78	1086/4	68	NA	20.3	✓✗	✗	✓	B
Santro Sportz AMT	P	Hatch	6.20	1086/4	58	NA	30.5	✓✗	✗	✓	B
Santro Sportz AMT	CNG	Hatch	5.98	1086/4	58	NA	30.5	✓✗	✗	✓	B
MARUTI SUZUKI											WWW.MARUTISUZUKI.COM
Alto800 Std	P	Hatch	2.95	796/3	48	142	22.1	✗✗	✗✗	✗	N
Alto800 Std (O)	P	Hatch	3.00	796/3	48	142	22.1	✗✗	✗✗	✗	N
Alto800 LXi	P	Hatch	3.53	796/3	48	142	22.1	✓✗	✗✗	✗	F
Alto800 Lxi (O)	P	Hatch	3.57	796/3	48	142	22.1	✓✗	✗✗	✗	F
Alto800 VXi	P	Hatch	3.76	796/3	48	142	22.1	✓✗	✗✗	✗	F
Alto800 Vxi+	P	Hatch	3.90	796/3	48	142	22.1	✓✗	✗✗	✗	F
Alto800 Lxi CNG	P	Hatch	4.33	796/3	48	142	31.6	✓✗	✗✗	✗	F
Alto800 Lxi (O) CNG	P	Hatch	4.36	796/3	48	142	31.6	✓✗	✗✗	✗	F
Eeco (5S)	P	MUV	3.81	1196/4	73	-	15.1	✗	✗	✗	N
Eeco (5S) AC	P	MUV	4.22	1196/4	73	-	15.1	✗	✗	✗	N
Eeco (5S) AC CNG	P	MUV	4.95	1196/4	73	-	15.1	✗	✗	✗	N
Eeco (7S)	P	MUV	4.10	1196/4	73	-	15.1	✗	✗	✗	N
S-Presso Std	P	Hatch	3.70	998/3	67	148	21.4	✓✗	✗	✗	F
S-Presso Std (O)	P	Hatch	3.76	998/3	67	148	21.4	✓✗	✗	✗	F

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
S-Presso Lxi	P	Hatch	4.09	998/3	67	148	21.4	✓✗	✗	✗	F
S-Presso Lxi (O)	P	Hatch	4.15	998/3	67	148	21.4	✓✗	✗	✗	F
S-Presso VXI	P	Hatch	4.32	998/3	67	148	21.7	✓✗	✗	✗	F
S-Presso Vxi (O)	P	Hatch	4.38	998/3	67	148	21.7	✓✗	✗	✗	F
S-Presso Vxi+	P	Hatch	4.56	998/3	67	148	21.7	✓✗	✗	✗	F
S-Presso Vxi AGS	P	Hatch	4.75	998/3	67	148	21.7	✓✗	✗	✗	F
S-Presso Vxi (O) AGS	P	Hatch	4.81	998/3	67	148	21.7	✓✗	✗	✗	F
S-Presso Vxi+ (O) AGS	P	Hatch	4.99	998/3	67	148	21.7	✓✗	✗	✗	F
RENAULT											WWW.RENAULT.CO.IN
Kwid STD	P	Hatch	2.92	799/3	54	146	25.2	✗✗	✗✗	✗	N
Kwid RXE	P	Hatch	3.62	799/3	54	146	25.2	✓✗	✗✗	✗	N
Kwid RXL	P	Hatch	3.92	799/3	54	146	25.2	✓✗	✗✗	✗	F
Kwid RXT	P	Hatch	4.22	799/3	54	146	25.2	✓✗	✗✗	✗	F
Kwid RXT 1.0	P	Hatch	4.42	999/3	68	150	23.1	✓✗	✗✗	✗	F
Kwid RXT(O) 1.0	P	Hatch	4.50	999/3	68	150	23.1	✓✗	✗✗	✗	B
Kwid RXT 1.0 AMT	P	Hatch	4.72	999/3	68	150	22.0	✓✗	✗✗	✗	F
Kwid RXT(O) 1.0 AMT	P	Hatch	4.80	999/3	68	150	22.0	✓✗	✗✗	✗	B
Kwid Climber 1.0	P	Hatch	4.63	999/3	68	150	23.1	✓✗	✗✗	✗	F
Kwid Climber (O) 1.0	P	Hatch	4.71	999/3	68	150	23.1	✓✗	✗✗	✗	B
Kwid Climber 1.0 AMT	P	Hatch	4.93	999/3	68	150	22.0	✓✗	✗✗	✗	F
Kwid Climber (O) 1.0 AMT	P	Hatch	5.01	999/3	68	150	22.0	✓✗	✗✗	✗	B
TATA											WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP
Nano GenX XE	P	Hatch	2.36	624/3	37	105	23.9	✗✗	✗✗	✗	N
Nano GenX XM	P	Hatch	2.72	624/3	37	105	23.9	✓✗	✗✗	✗	N
Nano GenX XT	P	Hatch	2.92	624/3	37	105	23.9	✓✗	✗✗	✗	N
Nano GenX XMA	P	Hatch	3.14	624/3	37	105	23.9	✓✗	✗✗	✗	F
Nano GenX XTA	P	Hatch	3.34	624/3	37	105	23.9	✓✗	✗✗	✗	F
Nano EMax XM	CNG	Hatch	2.96	624/3	37	105	23.9	✗✗	✗✗	✗	N
Tiago XE	P	Hatch	4.60	1199/3	85	-	23.84	✓✗	✓✗	✗	N
Tiago XT	P	Hatch	5.20	1199/3	85	-	23.84	✓✗	✓✗	✗	B
Tiago XZ	P	Hatch	5.70	1199/3	85	-	23.84	✓✗	✓✗	✓	B
Tiago XZ+	P	Hatch	5.99	1199/3	85	-	23.84	✓✗	✓✗	✓	B
Tiago XZA	P	Hatch	6.20	1199/3	85		-	✓✗	✓✗	✓	B
Tiago XZA+	P	Hatch	6.49	1199/3	85	-	23.84	✓✗	✓✗	✓	B
FORD											WWW.INDIA.FORD.COM
Figo Ambiente	P	Hatch	5.39	1194/3	96	-	18.5	✓✗	✓✗	✗	F
Figo Trend	P	Hatch	5.99	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Figo Titanium	P	Hatch	6.35	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Figo Titanium Blu	P	Hatch	6.95	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Figo Trend	D	Hatch	6.86	1498/4	100	-	24.4	✓✓	✓✗	✓	B
Figo Titanium	D	Hatch	7.25	1498/4	100	-	24.4	✓✓	✓✗	✓	B
Figo Titanium Blu	D	Hatch	7.85	1498/4	100		24.4	✓✓	✓✗	✓	B
Aspire Ambiente	P	Sedan	5.99	1194/3	96	-	18.5	✓✗	✓✗	✗	F
Aspire Trend	P	Sedan	6.59	1194/3	96	-	18.5	✓✗	✓✗	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Aspire Titanium	P	Sedan	7.09	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Aspire Titanium +	P	Sedan	7.44	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Aspire Trend	D	Sedan	7.49	1498/4	100	-	24.4	✓✗	✓✗	✓	B
Aspire Titanium	D	Sedan	7.99	1498/4	100	-	24.4	✓✓	✓✗	✓	B
Aspire Titanium +	D	Sedan	8.34	1498/4	100		24.4	✓✓	✓✗	✓	B
Freestyle Ambiente	P	Hatch	5.89	1194/3	96	-	18.5	✓✗	✓✗	✗	F
Freestyle Trend	P	Hatch	6.44	1194/3	96	-	18.5	✓✗	✓✗	✓	B
Freestyle Titanium	P	Hatch	6.94	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Freestyle Titanium +	P	Hatch	7.29	1194/3	96	-	18.5	✓✓	✓✗	✓	B
Freestyle Trend	D	Hatch	7.34	1495/4	100	-	23.8	✓✗	✓✗	✗	F
Freestyle Titanium	D	Hatch	7.84	1495/4	100	-	23.8	✓✓	✓✗	✓	B
Freestyle Titanium +	D	Hatch	8.19	1495/4	100		23.8	✓✓	✓✗	✓	B
HONDA											**WWW.HONDACARINDIA.COM**
Jazz V	P	Hatch	7.49	1199/4	90	-	NA	✓✗	✓✗	✗	
Jazz VX	P	Hatch	8.09	1199/4	90	-	NA	✓✗	✓✗	✓	B
Jazz V CVT	P	Hatch	8.49	1199/4	90	-	NA	✓✗	✓✗	✓	B
Jazz MX	P	Hatch	8.73	1199/4	90	-	NA	✓✗	✓✗	✓	B
Jazz VX CVT	P	Hatch	9.09	1199/4	90	-	NA	✓✗	✓✗	✓	B
Jazz ZX CVT	P	Hatch	9.73	1199/4	90	-	NA	✓✗	✓✗	✓	B
Amaze E	P	Sedan	6.10	1199/4	90	150	18.6	✓✗	✗✗	✗	B
Amaze S	P	Sedan	6.82	1199/4	90	150	18.6	✓✗	✓✗	✓	B
Amaze V	P	Sedan	7.45	1199/4	90	150	18.6	✓✓	✓✗	✓	B
Amaze S CVT	P	Sedan	7.72	1199/4	90	150	18.3	✓✗	✓✗	✓	B
Amaze V CVT	P	Sedan	8.35	1199/4	90	150	18.3	✓✓	✓✗	✓	B
Amaze VX	P	Sedan	7.93	1199/4	90	150	18.6	✓✓	✓✗	✓	B
Amaze VX CVT	P	Sedan	8.76	1199/4	90	150	18.3	✓✓	✓✗	✓	B
Amaze E	D	Sedan	7.56	1498/4	100	160	24.7	✓✗	✗✗	✗	B
Amaze S	D	Sedan	8.12	1498/4	100	160	24.7	✓✗	✓✗	✓	B
Amaze S CVT	D	Sedan	8.92	1498/4	100	160	21.0	✓✗	✓✗	✓	B
Amaze V	D	Sedan	8.75	1498/4	100	160	24.7	✓✓	✓✗	✓	B
Amaze V CVT	D	Sedan	9.55	1498/4	100	160	21.0	✓✓	✓✗	✓	B
Amaze VX	D	Sedan	9.23	1498/4	100	160	24.7	✓✓	✓✗	✓	B
Amaze VX CVT	D	Sedan	9.96	1498/4	100	160	21.0	✓✓	✓✗	✓	B
HYUNDAI											**WWW.HYUNDAI.COM/IN**
Grand i10 Magna	P	Hatch	5.89	1197/4	83	140	18.9	✓✗	✗✗	✓	B
Grand i10 Sportz	P	Hatch	5.99	1197/4	83	140	18.9	✓✗	✓✗	✓	B
Grand i10 Nios Era	P	Hatch	5.06	1197/4	83	-	20.7	✓✗	✗✗	✗	F
Grand i10 Nios Magna	P	Hatch	5.91	1197/4	83	-	20.7	✓✗	✓✗	✓	B
Grand i10 Nios Magna AMT	P	Hatch	6.44	1197/4	83	-	20.5	✓✗	✓✗	✓	B
Grand i10 Nios Sportz	P	Hatch	6.45	1197/4	83	-	20.7	✓✓	✓✗	✓	B
Grand i10 Nios Sportz Dual Tone	P	Hatch	6.75	1197/4	83	-	20.7	✓✓	✓✗	✓	B
Grand i10 Nios Sportz AMT	P	Hatch	7.05	1197/4	83	-	20.5	✓✓	✓✗	✓	B
Grand i10 Nios Sportz AMT	CNG	Hatch	7.18	1197/4	83	-	20.5	✓✓	✓✗	✓	B
Grand i10 Nios Asta	P	Hatch	7.20	1197/4	83	-	20.7	✓✓	✓✗	✓	B
Grand i10 Nios Asta AMT	P	Hatch	7.69	1197/4	83	-	20.7	✓✓	✓✗	✓	B
Grand i10 Nios Magna	D	Hatch	7.00	1186/3	75	-	26.2	✓✗	✓✗	✓	B
Grand i10 Nios Sportz AMT	D	Hatch	8.15	1186/3	75	-	26.2	✓✓	✓✗	✓	B
Grand i10 Nios Asta	D	Hatch	8.29	1186/3	75	-	26.2	✓✓	✓✗	✓	B
Grand i10 Nios Sportz	P	Hatch	7.70	998/3	100	-	20.7	✓✓	✓✗	✓	B
MAHINDRA											**WWW.MAHINDRA.COM**
KUV100 Nxt K2+	P	Hatch	5.45	1198/3	82	160.0	18.0	✓✗	✓✗	✗	N
KUV100 Nxt K4+ 6 STR	P	Hatch	6.01	1198/3	82	160.0	18.0	✓✗	✓✗	✗	B
KUV100 Nxt K6+ 6 STR	P	Hatch	6.53	1198/3	82	160.0	18.0	✓✗	✓✗	✓	B
KUV100 Nxt K8 6 STR	P	Hatch	7.15	1198/3	82	160.0	18.0	✓✗	✓✗	✓	B
MARUTI SUZUKI											**WWW.MARUTISUZUKI.COM**
Wagon R LXi	P	Hatch	4.45	998/3	67	140	21.8	✓✗	✗✗	✗	F
Wagon R Lxi (O)	P	Hatch	4.52	998/3	67	140	21.8	✓✗	✗✗	✗	F
Wagon R LXi CNG	P	Hatch	5.25	998/3	58	140	32.5	✓✗	✗✗	✗	F
Wagon R LXi (O) CNG	P	Hatch	5.32	998/3	58	140	19.3	✓✗	✗✗	✗	F
Wagon R VXi	P	Hatch	4.90	998/3	67	140	21.8	✓✗	✓✗	✗	B
Wagon R VXi AMT	P	Hatch	5.37	998/3	67	140	21.8	✓✗	✓✗	✗	B
Wagon R Vxi (O)	P	Hatch	4.97	998/3	67	140	21.8	✓✗	✓✗	✗	B
Wagon R VXi (O) AMT	P	Hatch	5.44	998/3	67	140	21.8	✓✗	✓✗	✗	B
Wagon R VXi	P	Hatch	5.13	1197/4	82	150	20.5	✓✗	✓✗	✗	B
Wagon R Vxi (O)	P	Hatch	5.20	1197/4	82	150	20.5	✓✗	✓✗	✗	B
Wagon R Zxi	P	Hatch	5.48	1197/4	82	150	20.5	✓✗	✓✗	✗	B
Wagon R Vxi AGS	P	Hatch	5.60	1197/4	82	150	20.5	✓✗	✓✗	✗	B
Wagon R Vxi AGS (O)	P	Hatch	5.67	1197/4	82	150	20.5	✓✗	✓✗	✗	B
Wagon R Zxi AGS	P	Hatch	5.94	1197/4	82	150	20.5	✓✗	✓✗	✓	B
Celerio LXi	P	Hatch	4.41	998/3	67	-	23.1	✓✗	✗	✗	F
Celerio Lxi (O)	P	Hatch	4.49	998/3	67	-	23.1	✓✗	✗	✗	F
Celerio VXi	P	Hatch	4.80	998/3	67	-	23.1	✓✗	✗	✗	B
Celerio VXi (O)	P	Hatch	4.87	998/3	67	-	23.1	✓✗	✗	✗	B
Celerio VXi AMT	P	Hatch	5.23	998/3	67	-	23.1	✓✗	✗	✗	B
Celerio VXi AMT (O)	P	Hatch	5.30	998/3	67	-	23.1	✓✗	✗	✗	B
Celerio ZXi	P	Hatch	5.05	998/3	67	-	23.1	✓✗	✓✗	✓	B
Celerio ZXi AMT	P	Hatch	5.48	998/3	67	-	23.1	✓✗	✓✗	✓	B
Celerio Vxi CNG	P	Hatch	5.29	998/3	67	-	23.1	✓✗	✓✗	✓	B
Celerio ZXi (O)	P	Hatch	5.46	998/3	67	-	23.1	✓✗	✓✗	✓	B
Celerio VXi CNG (O)	P	Hatch	5.38	998/3	67	-	23.1	✓✗	✓✗	✓	B
Celerio ZXi AMT (O)	P	Hatch	5.58	998/3	67	-	23.1	✓✗	✓✗	✓	B
CelerioX VXi	P	Hatch	4.90	998/3	67	-	23.1	✓✗	✗	✗	B
CelerioX Vxi (O)	P	Hatch	4.96	998/3	67	-	23.1	✓✗	✗	✗	B
CelerioX VXi AMT	P	Hatch	5.33	998/3	67	-	23.1	✓✗	✗	✗	B
CelerioX VXI (O) AGS	P	Hatch	5.39	998/3	67	-	23.1	✓✗	✗	✗	B
CelerioX ZXi	P	Hatch	5.14	998/3	67	-	23.1	✓✗	✓✗	✓	B
CelerioX ZXi AMT	P	Hatch	5.57	998/3	67	-	23.1	✓✗	✓✗	✓	B
Ignis Sigma	P	Hatch	4.89	1197/4	82	155	20.9	✓✗	✓✗	✗	F
Ignis Delta	P	Hatch	5.66	1197/4	82	155	20.9	✓✗	✓✗	✓	B

Prices

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Ignis Delta AMT	P	Hatch	6.13	1197/4	82	155	20.9	✓✗	✓✗	✓	B
Ignis Zeta	P	Hatch	5.89	1197/4	82	155	20.9	✓✗	✓✗	✓	B
Ignis Zeta AMT	P	Hatch	6.36	1197/4	82	155	20.9	✓✗	✓✗	✓	B
Ignis Alpha	P	Hatch	6.72	1197/4	82	155	20.9	✓✓	✓✓	✓	B
Ignis Alpha AMT	P	Hatch	7.19	1197/4	82	155	20.9	✓✓	✓✓	✓	B
Swift LXi	P	Hatch	5.19	1197/4	82	165	21.2	✓✗	✓✗	✗	N
Swift VXi	P	Hatch	6.19	1197/4	82	165	21.2	✓✗	✓✗	✓	B
Swift VXi AMT	P	Hatch	6.66	1197/4	82	165	21.2	✓✗	✓✗	✓	B
Swift ZXi	P	Hatch	6.78	1197/4	82	165	21.2	✓✓	✓✗	✓	B
Swift ZXi AMT	P	Hatch	7.25	1197/4	82	165	21.2	✓✓	✓✗	✓	B
Swift ZXi+	P	Hatch	7.58	1197/4	82	165	21.2	✓✓	✓✗	✓	B
Swift ZXi+ AMT	P	Hatch	8.02	1197/4	82	165	21.2	✓✓	✓✗	✓	B
Baleno Sigma	P	Hatch	5.63	1197/4	82	180	21.0	✓✗	✓✗	✗	F
Baleno Delta	P	Hatch	6.44	1197/4	82	180	21.0	✓✓	✓✗	✓	B
Baleno Delta AT	P	Hatch	7.76	1197/4	82	180	19.6	✓✓	✓✗	✓	B
Baleno Zeta	P	Hatch	7.01	1197/4	82	180	21.0	✓✓	✓✓	✓	B
Baleno Zeta AT	P	Hatch	8.33	1197/4	82	180	19.6	✓✓	✓✓	✓	B
Baleno Alpha	P	Hatch	7.64	1197/4	82	180	21.0	✓✓	✓✓	✓	B
Baleno Alpha AT	P	Hatch	8.96	1197/4	82	180	19.6	✓✓	✓✓	✓	B
Baleno Delta Hybrid	P	Hatch	7.33	1197/4	88	180	23.9	✓✓	✓✓	✓	B
Baleno Zeta Hybrid	P	Hatch	7.89	1197/4	88	180	23.9	✓✓	✓✓	✓	B
RENAULT											WWW.RENAULT.CO.IN
Triber RXE	P	MPV	4.99	999/3	72	-	20.0	✓✗	✗✗	✓	F
Triber RXL	P	MPV	5.78	999/3	72	-	20.0	✓✗	✓✗	✓	F
Triber RXT	P	MPV	6.28	999/3	72	-	20.0	✓✗	✓✗	✓	B
Triber RXZ	P	MPV	6.82	999/3	72	-	20.0	✓✗	✓✗	✓	B
TATA MOTORS											WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP
Bolt XE	P	Hatch	5.29	1193/4	90	160	17.5	✓✗	✓✗	✗	N
Bolt XM	P	Hatch	5.90	1193/4	90	160	17.5	✓✗	✓✗	✓	B
Bolt XMS	P	Hatch	6.14	1193/4	90	160	17.5	✓✗	✓✗	✓	B
Bolt XT	P	Hatch	6.75	1193/4	90	160	17.5	✓✓	✓✗	✓	B
Bolt XE	D	Hatch	6.61	1248/4	75	160	22.9	✓✗	✓✗	✗	N
Bolt XM	D	Hatch	6.93	1248/4	75	160	22.9	✓✗	✓✗	✓	B
Bolt XMS	D	Hatch	7.19	1248/5	75	160	22.9	✓✗	✓✗	✓	B
Bolt XT	D	Hatch	7.87	1248/6	75	160	22.9	✓✓	✓✗	✓	B
Tigor XE	P	Sedan	5.75	1199/3	86	150.0	19.0	✓✗	✓✗	✗	F
Tigor XM	P	Sedan	6.10	1199/3	86	150.0	19.0	✓✓	✓✓	✗	B
Tigor XZ	P	Sedan	6.50	1199/3	86	150.0	19.0	✓✓	✓✓	✓	B
Tigor XMA	P	Sedan	6.60	1199/3	86	150.0	19.0	✓✓	✓✓	✓	B
Tigor XZ+	P	Sedan	6.99	1199/3	86	150.0	19.0	✓✓	✓✓	✓	B
Tigor XZA+	P	Sedan	7.49	1199/3	86	150.0	19.0	✓✓	✓✓	✓	B
Zest XE	P	Sedan	5.82	1193/4	90	158	16.0	✓✗	✓✗	✗	N
Zest XM	P	Sedan	6.54	1193/4	90	158	16.0	✓✗	✓✗	✗	B
Zest XMS	P	Sedan	6.72	1193/4	90	158	16.0	✓✗	✓✗	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Zest XT	P	Sedan	7.32	1193/4	90	158	16.0	✓✓	✓✗	✓	B
Zest XE	D	Sedan	7.02	1248/4	75	150	20.0	✓✗	✓✗	✗	N
Zest XM	D	Sedan	7.67	1248/4	75	150	20.0	✓✗	✓✗	✗	B
Zest XMA	D	Sedan	8.36	1248/4	90	150	20.0	✓✗	✓✗	✗	B
Zest XMS	D	Sedan	7.93	1248/5	75	150	20.0	✓✗	✓✗	✓	B
Zest XT	D	Sedan	8.55	1248/4	90	150	20.0	✓✓	✓✗	✓	B
Zest XTA	D	Sedan	9.89	1248/4	90	150	20.0	✓✓	✓✗	✓	B
HONDA											WWW.HONDACARINDIA.COM
WR-V SV	P	Crossover	8.49	1197/4	90	-	16.5	✓✓	✓✗	✗	B
WR-V VX	P	Crossover	9.69	1197/4	90	-	16.5	✓✓	✓✗	✓	B
WR-V SV	D	Crossover	9.79	1498/4	100	-	23.7	✓✓	✓✗	✗	B
WR-V VX	D	Crossover	10.99	1498/4	100	-	23.7	✓✓	✓✗	✓	B
HYUNDAI											WWW.HYUNDAI.COM/IN
Xcent E	P	Sedan	5.81	1197/4	83	150	20.1	✓✗	✗✗	✗	F
Xcent S	P	Sedan	6.43	1197/4	83	150	20.1	✓✗	✓✗	✓	B
Xcent S AT	P	Sedan	7.33	1197/4	83	-	17.4	✓✗	✓✗	✓	B
Xcent SX	P	Sedan	7.05	1197/4	83	150	20.1	✓✗	✓✗	✓	B
Xcent SX (O)	P	Sedan	7.82	1197/4	83	150	20.1	✓✓	✓✗	✓	B
Xcent E	D	Sedan	6.73	1186/3	75	150	25.4	✓✗	✗✗	✗	F
Xcent S	D	Sedan	7.42	1186/3	75	150	25.4	✓✗	✓✗	✓	B
Xcent SX	D	Sedan	7.98	1186/3	75	150	25.4	✓✗	✓✗	✓	B
Xcent SX (O)	D	Sedan	8.75	1186/3	75	150	25.4	✓✓	✓✗	✓	B
Aura E 1.2	P	Sedan	5.8	1197/4	82	-	-	-	-	-	-
Aura S 1.2	P	Sedan	6.56	1197/5	82	-	-	-	-	-	-
Aura S 1.2 AMT	P	Sedan	7.06	1197/6	82	-	-	-	-	-	-
Aura S 1.2 CNG	P	Sedan	7.29	1197/7	82	-	-	-	-	-	-
Aura SX 1.2	P	Sedan	7.3	1197/8	82	-	-	✓✗	-	-	-
Aura S 1.2	D	Sedan	7.74	1186/3	74	-	-	✓✗	-	-	-
Aura SX 1.2 (O)	P	Sedan	7.86	1186/3	74	-	-	✓✗	-	-	-
Aura SX Plus 1.2 AMT	P	Sedan	8.05	1197/3	82	-	-	✓✗	-	-	-
Aura S 1.2 AMT	D	Sedan	8.24	1186/3	74	-	-	✓✗	-	-	-
Aura SX Plus 1.0	P	Sedan	8.55	993/3	100	-	20.5	✓✓	-	-	-
Aura SX 1.2 (O)	D	Sedan	9.04	1186/3	74	-	-	✓✓	-	-	-
Aura SX Plus 1.2 AMT	D	Sedan	9.23	1186/3	74	-	-	✓✓	-	-	-
Elite i20 Era	P	Hatch	5.59	1197/4	83	175	17.0	✓✗	✗✗	✗	F
Elite i20 Magna+	P	Hatch	6.49	1197/4	83	175	17.0	✓✗	✗✗	✗	B
Elite i20 Sportz+	P	Hatch	7.36	1197/4	83	175	17.0	✓✗	✗✗	✓	B
Elite i20 Asta (O)	P	Hatch	8.30	1197/4	83	175	17.0	✓✓	✓✓	✓	B
Elite i20 Sportz+ CVT	P	Hatch	8.10	1197/4	83	175	19.0	✓✓	✓✓	✓	B
Elite i20 Asta (O) CVT	P	Hatch	9.20	1197/4	83	175	19.0	✓✓	✓✓	✓	B
Elite i20 Era	D	Hatch	6.97	1395/4	90	175	20.0	✓✗	✗✗	✗	B
Elite i20 Magna +	D	Hatch	7.70	1395/4	90	175	20.0	✓✗	✓✓	✓	B
Elite i20 Sportz+	D	Hatch	8.46	1395/4	90	175	20.0	✓✓	✓✓	✓	B
Elite i20 Asta (O)	D	Hatch	9.41	1395/4	90	175	20.0	✓✓	✓✓	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Venue E	P	SUV	6.75	1197/ 4	83	-	17.52	✓✗	✓✓	✗	B
Venue S	P	SUV	7.45	1197/ 4	83	-	17.52	✓✗	✓✓	✓	B
Venue S+	P	SUV	8.36	998/ 3	120	-	18.27	✓✓	✓✓	✓	B
Venue S	P	SUV	9.65	998/ 3	120	-	18.15	✓✓	✓✓	✓	B
Venue SX	P	SUV	9.84	998/ 3	120	-	18.27	✓✓	✓✓	✓	B
Venue SX (O)	P	SUV	10.90	998/ 3	120	-	18.27	✓✓	✓✓	✓	B
Venue SX+	P	SUV	11.46	998/ 3	120	-	18.27	✓✓	✓✓	✓	B
Venue SX	P	SUV	9.99	998/ 3	120	-	NA	✓✓	✓✓	✓	B
Venue SX (O)	P	SUV	11.13	998/ 3	120	-	NA	-	-	-	-
Venue E	D	SUV	8.14	1493/4	100	-	23.7	✓✗	✓✓	✗	B
Venue S	D	SUV	9.05	1493/4	100	-	23.7	✓✗	✓✓	✓	B
Venue SX	D	SUV	9.99	1493/4	100	-	23.7	✓✓	✓✓	✓	B
Venue SX (O)	D	SUV	10.35	1493/4	100	-	23.7	✓✓	✓✓	✓	B
MAHINDRA											**WWW.MAHINDRA.COM**
NuvoSport N4	D	SUV	7.77	1493/4	100	143	17.2	✓✗	✓✗	✗	N
NuvoSport N4+	D	SUV	8.16	1493/4	100	143	17.2	✓✗	✓✗	✗	N
NuvoSport N6	D	SUV	8.86	1493/4	100	143	17.2	✓✗	✓✗	✗	B
NuvoSport N6 AMT	D	SUV	9.52	1493/4	100	143	17.2	✓✗	✓✗	✗	B
NuvoSport N8	D	SUV	9.65	1493/4	100	143	17.2	✓✗	✓✗	✓	B
NuvoSport N8 AMT	D	SUV	10.25	1493/4	100	143	17.2	✓✗	✓✗	✓	B
Verito Vibe D2	D	Sedan	6.57	1461/4	65	-	20.8	✓✗	✓✗	✗	N
Verito Vibe D4	D	Sedan	6.85	1461/4	65	-	20.8	✓✗	✓✗	✗	B
Verito Vibe D6	D	Sedan	7.50	1461/4	65	-	20.8	✓✗	✓✗	✗	B
Verito D2	D	Sedan	7.48	1461/4	65	-	-	✓✗	✓✗	✗	N
Verito D4	D	Sedan	7.73	1461/4	65	-	-	✓✗	✓✗	✗	B
Verito D6	D	Sedan	8.45	1461/4	65	-	-	✓✗	✓✗	✗	B
Verito D6 Executive	D	Sedan	8.87	1461/4	65	-	-	✓✗	✓✗	✗	B
Thar CRDe	D	SUV	9.59	2498/4	105	-	-	✓✗	✗✗	✗	N
Thar CRDe ABS	D	SUV	9.74	2498/4	105	-	-	✓✗	✗✗	✗	N
Bolero B4	D	SUV	7.98	1493/3	75	-	-	✓✗	✗✗	✗	N
Bolero B6	D	SUV	8.64	1493/3	75	-	-	✓✗	✗✗	✗	B
Bolero B6 (O)	D	SUV	8.99	1493/3	75	-	-	✓✗	✗✗	✗	B
MARUTI SUZUKI											**WWW.MARUTISUZUKI.COM**
Dzire LXi	P	Sedan	5.89	1197/4	88	-	23.3	✓✗	✓✗	✗	N
Dzire VXi	P	Sedan	6.79	1197/4	88	-	23.3	✓✗	✓✗	✓	B
Dzire VXi AMT	P	Sedan	7.31	1197/4	88	-	24.1	✓✗	✓✗	✓	B
Dzire ZXi	P	Sedan	7.48	1197/4	88	-	23.3	✓✓	✓✗	✓	B
Dzire ZXi AMT	P	Sedan	8.00	1197/4	88	-	24.1	✓✓	✓✗	✓	B
Dzire ZXi +	P	Sedan	8.28	1197/4	88	-	23.3	✓✓	✓✗	✓	B
Dzire ZXi + AMT	P	Sedan	8.80	1197/4	88	-	24.1	✓✓	✓✗	✓	B
Ertiga LXi Hybrid	P	MPV	7.59	1462/ 4	103	-	19.0	✓✗	✓✓	✗	Y
Ertiga VXi Hybrid	P	MPV	8.34	1462/ 4	103	-	19.0	✓✗	✓✓	✓	Y
Ertiga ZXi Hybrid	P	MPV	9.17	1462/ 4	103	-	19.0	✓✓	✓✓	✓	Y
Ertiga VXi Hybrid AT	P	MPV	9.36	1462/ 4	103	-	18.0	✓✓	✓✓	✓	Y
Ertiga ZXi Hybrid AT	P	MPV	10.13	1462/ 4	103	-	18.0	✓✓	✓✓	✓	Y
Ertiga Zxi+ Hybrid	P	MPV	9.71	1462/ 4	103	-	19.0	✓✓	✓✓	✓	Y
Ertiga VXi	CNG	MPV	8.95	1462/ 4	103	-	19.0	✓✗	✓✓	✗	Y
Vitara Brezza Lxi	P	SUV	7.34	1462/4	103	NA	17.0	✓✗	✓✗	✗	B
Vitara Brezza Vxi	P	SUV	8.35	1462/4	103	NA	17.0	✓✗	✓✗	✗	B
Vitara Brezza Vxi AT	P	SUV	9.75	1462/4	103	NA	18.8	✓✗	✓✗	✗	B
Vitara Brezza Zxi	P	SUV	9.10	1462/4	103	NA	17.0	✓✗	✓✗	✓	B
Vitara Brezza Zxi AT	P	SUV	10.50	1462/4	103	NA	18.8	✓✗	✓✗	✓	B
Vitara Brezza Zxi+	P	SUV	9.75	1462/4	103	NA	17.0	✓✓	✓✗	✓	B
Vitara Brezza Zxi+ AT	P	SUV	11.15	1462/4	103	NA	18.8	✓✓	✓✗	✓	B
TATA											**WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP**
Nexon XE	P	SUV	6.95	1198/3	110	-	-	✓✗	✓✗	✗	F
Nexon XM	P	SUV	7.70	1198/3	110	-	-	✓✗	✓✗	✗	F
Nexon XMA	P	SUV	8.30	1198/3	110	-	-	✓✗	✓✗	✗	F
Nexon XZ	P	SUV	8.70	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+	P	SUV	9.50	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+	P	SUV	10.10	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+ (S)	P	SUV	10.10	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+ (S)	P	SUV	10.70	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+ (O)	P	SUV	10.40	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+ (O)	P	SUV	11.00	1198/3	110	-	-	✓✓	✓✓	✓	B
Nexon XE	D	SUV	8.45	1497/4	110	-	-	✓✗	✓✗	✗	F
Nexon XM	D	SUV	9.20	1497/4	110	-	-	✓✗	✓✗	✗	F
Nexon XMA	D	SUV	9.80	1497/4	110	-	-	✓✗	✓✗	✗	F
Nexon XZ	D	SUV	10.20	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+	D	SUV	11.00	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+ (S)	D	SUV	11.60	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZ+ (O)	D	SUV	11.90	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+	D	SUV	11.60	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+ (S)	D	SUV	12.20	1497/4	110	-	-	✓✓	✓✓	✓	B
Nexon XZA+ (O)	D	SUV	12.50	1497/4	110	-	-	✓✓	✓✓	✓	B
TOYOTA											**WWW.TOYOTABHARAT.COM**
Glanza G	P	Hatch	6.97	1197/4	83	180	23.9	✓✗	✓✗	✗	F
Glanza G Hybrid	P	Hatch	7.21	1197/4	88	180	-	✓✓	✓✗	✓	B
Glanza V	P	Hatch	7.58	1197/4	83	180	23.9	✓✓	✓✗	✓	B
Glanza G CVT	P	Hatch	8.29	1197/4	83	180	23.9	✓✓	✓✓	✓	B
Glanza V CVT	P	Hatch	8.90	1197/4	83	180	23.9	✓✓	✓✓	✓	B
VOLKSWAGEN											**WWW.VOLKSWAGEN.CO.IN**
Polo Trendline	P	Hatch	5.82	999/3	76	-	-	✓✗	✓✓	✗	B
Polo Comfortline+	P	Hatch	6.76	999/3	76	-	-	✓✗	✓✓	✗	B
Polo Highline+	P	Hatch	8.02	999/3	110	-	-	✓✓	✓✓	✗	B
Polo Highline+ AT	P	Hatch	9.12	999/3	110	-	-	✓✓	✓✓	✗	B
Polo GT	P	Hatch	9.59	1197/4	105	-	17.2	✓✓	✓✓	✓	B
FORCE MOTORS											**WWW.FORCEMOTORS.COM**
Gurkha 4X2 - 5 DOOR BS4	D	SUV	9.99	2596/4	85	-	-	✓✗	✗✗	✗	N

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Gurkha 4X2 - 3 DOOR BS4	D	SUV	9.75	2596/4	85	-	-	✓✗	✗✗	✗	N
Gurkha 4X4 - 5 DOOR BS4	D	SUV	12.25	2596/4	85	-	-	✓✗	✗✗	✗	N
Gurkha 4X4 - 3 DOOR BS4	D	SUV	10.75	2596/4	85	-	-	✓✗	✗✗	✗	N
Gurkha 4X4 - 3 DOOR BS4	D	SUV	12.99	2149/4	140	-	-	✓✗	✗✗	✗	N
Gurkha 4X4 - 3 DOOR (ABS) BS4	D	SUV	13.3	2149/4	140	-	-	✓✗	✗✗	✗	N
FORD											WWW.INDIA.FORD.COM
EcoSport Ambiente	P	SUV	8.04	1496/3	122	-	15.9	✓✗	✓✓	✓	F
EcoSport Trend	P	SUV	8.84	1496/3	122	-	15.9	✓✗	✓✓	✓	B
EcoSport Titanium	P	SUV	9.63	1496/3	122	-	15.9	✓✓	✓✗	✗	B
EcoSport Titanium+	P	SUV	10.53	1496/3	122	-	15.9	✓✓	✓✗	✗	B
EcoSport Thunder	P	SUV	10.53	1496/3	122	-	15.9	✓✓	✓✗	✗	B
EcoSport Titanium+ AT	P	SUV	11.43	1496/3	122	-	14.7	✓✓	✓✗	✗	B
EcoSport S	P	SUV	11.08	1496/3	122	-	15.9	✓✓	✓✗	✗	B
EcoSport Ambiente	D	SUV	8.54	1498/4	100	-	21.7	✓✗	✓✓	✓	F
EcoSport Trend	D	SUV	9.34	1498/4	100	-	21.7	✓✓	✓✗	✗	B
EcoSport Titanium	D	SUV	9.99	1498/4	100	-	21.7	✓✓	✓✗	✗	B
EcoSport Titanium+	D	SUV	11.03	1498/4	100	-	21.7	✓✓	✓✗	✗	B
EcoSport Thunder	D	SUV	11.03	1498/4	100	-	21.7	✓✓	✓✗	✗	B
EcoSport S	D	SUV	11.58	1498/4	100	-	21.7	✓✓	✓✗	✗	B
HONDA											WWW.HONDACARINDIA.COM
City V	P	Sedan	10.89	1498/4	121	NA	NA	✓✓	✓✗	✓	B
City VX	P	Sedan	12.25	1498/4	121	NA	NA	✓✓	✓✓	✓	B
City V	P	Sedan	12.19	1498/4	121	NA	NA	✓✓	✓✓	✓	B
City ZX	P	Sedan	13.14	1498/4	121	NA	NA	✓✓	✓✓	✓	B
City VX	P	Sedan	13.55	1498/4	121	NA	NA	✓✓	✓✓	✓	B
City ZX	P	Sedan	14.44	1498/4	121	NA	NA	✓✓	✓✓	✓	B
City V	D	Sedan	12.39	1498/4	100	NA	NA	✓✓	✓✗	✓	B
City VX	D	Sedan	13.75	1498/4	100	NA	NA	✓✓	✓✓	✓	B
City ZX	D	Sedan	14.64	1498/4	100	NA	NA	✓✓	✓✓	✓	B
HYUNDAI											WWW.HYUNDAI.COM/IN
Verna S	P	Sedan	9.30	1497/4	115	NA	17.7	✓✗	✓✗	✗	B
Verna SX	P	Sedan	10.70	1497/4	115	NA	17.7	✓✗	✓✗	✗	B
Verna SX iVT	P	Sedan	11.95	1497/4	115	NA	18.5	✓✓	✓✓	✓	B
Verna SX (O)	P	Sedan	12.59	1497/4	115	NA	17.7	✓✓	✓✓	✓	B
Verna X (O) iVT	P	Sedan	13.84	1497/4	115	NA	18.5	✓✓	✓✓	✓	B
Verna SX (O) DCT	P	Sedan	13.99	998/3	120	NA	19.2	✓✓	✓✓	✓	B
Verna S+	D	Sedan	10.65	1493/4	115	NA	25.0	✓✗	✓✗	✓	B
Verna SX	D	Sedan	12.05	1493/4	115	NA	25.0	✓✓	✓✓	✓	B
Verna SX AT	D	Sedan	13.20	1493/4	115	NA	21.3	✓✓	✓✓	✓	B
Verna SX (O)	D	Sedan	13.94	1493/4	115	NA	25.0	✓✓	✓✓	✓	B
Verna SX (O) AT	D	Sedan	15.09	1493/4	115	NA	21.3	✓✓	✓✓	✓	B
Creta EX	P	SUV	9.99	1497/4	115	-	16.8	✓✓	✓✓	✓	B
Creta S	P	SUV	11.72	1497/4	115	-	16.8	✓✓	✓✓	✓	B
Creta SX	P	SUV	13.46	1497/4	115	-	16.8	✓✓	✓✓	✓	B
Creta SX iVT	P	SUV	14.94	1497/4	115	-	16.9	✓✓	✓✓	✓	B
Creta SX (O) iVT	P	SUV	16.15	1497/4	115	-	16.9	✓✓	✓✓	✓	B
Creta SX DCT	P	SUV	16.16	1353/4	140	-	16.8	✓✓	✓✓	✓	B
Creta SX (O) DCT	P	SUV	17.20	1353/4	140	-	16.8	✓✓	✓✓	✓	B
Creta E	D	SUV	9.99	1493/4	115	-	21.4	✓✓	✓✓	✓	B
Creta EX	D	SUV	11.49	1493/4	115	-	21.4	✓✓	✓✓	✓	B
Creta S	D	SUV	12.77	1493/4	115	-	21.4	✓✓	✓✓	✓	B
Creta SX	D	SUV	14.51	1493/4	115	-	21.4	✓✓	✓✓	✓	B
Creta SX (O)	D	SUV	15.79	1493/4	115	-	21.4	✓✓	✓✓	✓	B
Creta SX AT	D	SUV	15.99	1493/4	115	-	18.5	✓✓	✓✓	✓	B
Creta SX (O) AT	D	SUV	17.2	1493/4	115	-	18.5	✓✓	✓✓	✓	B
KIA											WWW.KIA.COM/IN
Seltos HTE	P	SUV	9.89	1497/4	115	-	16.8	✓✗	✓✗	✓	B
Seltos HTK	P	SUV	10.29	1497/4	115	-	16.8	✓✗	✓✗	✓	B
Seltos HTK Plus	P	SUV	11.49	1497/4	115	-	16.8	✓✗	✓✗	✓	B
Seltos HTX	P	SUV	13.09	1497/4	115	-	16.8	✓✓	✓✓	✓	B
Seltos HTX CVT	P	SUV	14.09	1497/4	115	-	16.5	✓✓	✓✓	✓	B
Seltos GTK	P	SUV	13.79	1353/4	140	-	16.1	✓✓	✓✓	✓	B
Seltos GTX	P	SUV	15.29	1353/4	140	-	16.1	✓✓	✓✓	✓	B
Seltos GTX AT	P	SUV	16.29	1353/4	140	-	16.5	✓✓	✓✓	✓	B
Seltos GTX Plus	P	SUV	16.29	1353/4	140	-	16.1	✓✓	✓✓	✓	B
Seltos HTE	D	SUV	10.34	1493/4	115	-	20.0	✓✗	✓✗	✓	B
Seltos HTK	D	SUV	11.54	1493/4	115	-	20.0	✓✗	✓✗	✓	B
Seltos HTK Plus	D	SUV	12.54	1493/4	115	-	20.0	✓✗	✓✗	✓	B
Seltos HTK Plus AT	D	SUV	13.54	1493/4	115	-	18.0	✓✗	✓✗	✓	B
Seltos HTX	D	SUV	14.14	1493/4	115	-	20.0	✓✓	✓✓	✓	B
Seltos HTX Plus	D	SUV	15.34	1493/4	115	-	20.0	✓✓	✓✓	✓	B
Seltos HTX Plus AT	D	SUV	16.34	1493/4	115	-	18.0	✓✓	✓✓	✓	B
MARUTI-SUZUKI											WWW.MARUTISUZUKI.COM
Ciaz Sigma Hybrid	P	Sedan	8.31	1462/4	103	-	21.6	✓✗	✓✗	✗	B
Ciaz Delta Hybrid	P	Sedan	8.93	1462/4	103	-	21.6	✓✓	✓✗	✓	B
Ciaz Delta AT Hybrid	P	Sedan	9.97	1462/4	103	-	20.3	✓✓	✓✗	✓	B
Ciaz Zeta Hybrid	P	Sedan	9.70	1462/4	103	-	21.6	✓✓	✓✗	✓	B
Ciaz Zeta AT Hybrid	P	Sedan	10.80	1462/4	103	-	20.3	✓✓	✓✗	✓	B
Ciaz Alpha Hybrid	P	Sedan	9.97	1462/4	103	-	21.6	✓✓	✓✗	✓	B
Ciaz Alpha AT Hybrid	P	Sedan	11.09	1462/4	103	-	20.3	✓✓	✓✗	✓	B
Ciaz S Hybrid	P	Sedan	10.08	1462/4	103	-	21.6	✓✓	✓✗	✓	B
S-Cross Sigma	P	Crossover	NA	NA	NA	-	NA	✓✓	✓✗	✓	NA
S-Cross Delta	P	Crossover	NA	NA	NA	-	NA	✓✓	✓✗	✓	NA
S-Cross Zeta	P	Crossover	NA	NA	NA	-	NA	✓✓	✓✗	✓	NA
S-Cross Alpha	P	Crossover	NA	NA	NA	-	NA	✓✓	✓✗	✓	NA
XL6 Zeta	P	MPV	9.84	1462/ 4	103	-	19.0	✓✓	✓✗	✓	B
XL6 Zeta AT	P	MPV	10.94	1462/ 4	103	-	18.0	✓✓	✓✗	✓	B
XL6 Alpha	P	MPV	10.41	1462/ 4	103	-	19.0	✓✓	✓✗	✓	B
XL6 Alpha AT	P	MPV	11.51	1462/ 4	103	-	18.0	✓✓	✓✗	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
MAHINDRA											**WWW.MAHINDRA.COM**
Bolero B4	D	SUV	7.98	1498/4	75	-	15.9	✓✗	✗✗	✗	N
Bolero B6	D	SUV	8.64	1498/4	75	-	15.9	✓✗	✗✗	✗	B
Bolero B6 (O)	D	SUV	8.99	1498/4	75	-	15.9	✓✗	✗✗	✗	B
TUV300 T4+	D	SUV	8.54	1493/4	100	150	18.5	✓✗	✓✗	✗	B
TUV300 T6+	D	SUV	9.14	1493/4	100	150	18.5	✓✗	✓✗	✗	B
TUV300 T8	D	SUV	9.76	1493/4	100	150	18.5	✓✗	✓✗	✓	B
TUV300 T10	D	SUV	9.99	1493/4	100	150	18.5	✓✗	✓✗	✓	B
TUV300 T10 Dual Tone	D	SUV	10.22	1493/4	100	150	18.5	✓✗	✓✗	✓	B
TUV300 T10 (O)	D	SUV	10.31	1493/4	100	150	18.5	✓✗	✓✗	✓	B
TUV300 T10 (O) Dual Tone	D	SUV	10.55	1493/4	100	150	18.5	✓✗	✓✗	✓	B
Xylo D2	D	MPV	9.17	2489/4	120	156	14.0	✓✗	✓✗	✗	B
Xylo D4	D	MPV	9.84	2489/4	120	156	14.0	✓✓	✓✗	✗	B
Xylo H4	D	MPV	10.07	2179/4	120	156	14.0	✓✓	✓✗	✗	B
Xylo H8 ABS	D	MPV	10.47	2179/4	120	156	14.0	✓✓	✓✗	✗	B
Scorpio S5	D	SUV	12.39	2179/4	140	160	15.4	✓✗	✓✗	✗	B
Scorpio S7	D	SUV	14.20	2179/4	140	160	15.4	✓✗	✓✗	✗	B
Scorpio S9	D	SUV	14.83	2179/4	140	160	15.4	✓✗	✓✗	✗	B
Scorpio S11	D	SUV	15.99	2179/4	140	160	15.4	✓✓	✓✗	✓	B
RENAULT											**WWW.RENAULT.CO.IN**
Duster RxE	P	SUV	8.59	1598/4	104	-	13.1	✓✗	✓✗	✗	B
Duster RxS	P	SUV	9.39	1598/4	104	-	13.1	✓✗	✓✗	✓	B
Duster RxZ	P	SUV	9.99	1598/4	104	-	13.1	✓✓	✓✗	✓	B
Duster RxE Turbo	P	SUV	10.49	1298/4	156	-	NA	✓✓	✓✗	✓	B
Duster RxS Turbo	P	SUV	11.39	1298/4	156	-	NA	✓✓	✓✗	✓	B
Duster RxZ Turbo	P	SUV	11.99	1298/4	156	-	NA	✓✓	✓✗	✓	B
Duster RxS Turbo	P	SUV	12.99	1298/4	156	-	NA	✓✓	✓✗	✓	B
Duster RxZ Turbo	P	SUV	13.59	1298/4	156	-	NA	✓✓	✓✗	✓	B
SKODA											**WWW.SKODA-AUTO.CO.IN**
New Rapid		Sedan	NA	NA	NA	NA	NA	ĐA	ĐA	ĐA	NA
TATA											**WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP**
Nexon EV XM	E	SUV	13.99	-	128	120	-	✓✓	✓✗	✓	B
Nexon EV XZ+	E	SUV	14.99	-	128	120	-	✓✓	✓✗	✓	B
Nexon EV XZ+ Lux	E	SUV	15.99	-	128	120	-	✓✓	✓✗	✓	B
VOLKSWAGEN											**WWW.VOLKSWAGEN.CO.IN**
Vento Trendline	P	Sedan	8.86	998/3	110	-	NA	✓✓	✓✓	✗	B
Vento Comfortline Plus	P	Sedan	9.99	998/3	110	-	NA	✓✓	✓✓	✗	B
Vento Highline	P	Sedan	9.99	998/3	110	-	NA	✓✓	✓✓	✓	B
Vento Highline Plus	P	Sedan	11.99	998/3	110	-	NA	✓✓	✓✓	✓	B
HYUNDAI											**WWW.HYUNDAI.COM/IN**
Elantra SX	P	Sedan	18.49	1999/4	146	180	-	✓✓	✓✓	✓	B
Elantra SX AT	P	Sedan	19.49	1999/4	146	180	-	✓✓	✓✓	✓	B
Elantra SX(O)	P	Sedan	20.39	1999/4	146	180	-	✓✓	✓✓	✓	B
Elantra SX	D	Sedan	NA	1493/4	114	-	-	-	-	-	-
Elantra SX(O)	D	Sedan	NA	1493/4	114	-	-	-	-	-	-

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
ISUZU											**WWW.ISUZU.IN**
D-MAX V-Cross High + (Z Prestige)	D	SUV	19.99	1898/4	150	-	-	✓✓	✓✗	✓	B
D-MAX V-Cross High (Z)	D	SUV	18.06	2499/4	134	-	-	✓✓	✓✗	✓	B
JEEP											**WWW.JEEP-INDIA.COM**
Compass 1.4 Sport Plus	P	SUV	16.49	1368/4	160	-	-	✓✓	✓✓	✗	B
Compass 1.4 Limited Plus	P	SUV	21.92	1368/4	160	-	-	✓✓	✓✓	✓	B
Compass 2.0 Sport Plus	D	SUV	17.99	1956/4	170	-	-	✓✓	✓✓	✗	B
Compass 2.0 Longitude	D	SUV	19.40	1956/4	170	-	-	✓✓	✓✓	✓	B
Compass 2.0 AT Longitude	D	SUV	21.96	1956/4	170	-	-	✓✓	✓✓	✓	B
Compass 2.0 Limited Plus 4X4	D	SUV	24.21	1956/4	170	-	-	✓✓	✓✓	✓	B
Compass 2.0 Limited Plus AT 4X4	D	SUV	24.99	1956/4	170	-	-	✓✓	✓✓	✓	B
Compass 2.0 Trailhawk AT	D	SUV	26.80	1956/4	170	-	-	✓✓	✓✓	✓	B
Compass 2.0 Trailhawk AT (O)	D	SUV	27.60	1956/4	170	-	-	✓✓	✓✓	✓	B
MAHINDRA											**WWW.MAHINDRA.COM**
XUV500 W5	D	SUV	13.19	2179/4	153	-	-	✓✗	✓✗	✗	B
XUV500 W7	D	SUV	14.49	2179/4	153	-	-	✓✓	✓✗	✓	B
XUV500 W9	D	SUV	16.19	2179/4	153	-	-	✓✓	✓✓	✓	B
XUV500 W11(O)	D	SUV	17.69	2179/4	153	-	-	✓✓	✓✓	✓	B
MG											**WWW.MGMOTOR.CO.IN**
Hector Style MT	P	SUV	12.74	1451/4	142	160	14.16	✓✗	✓✗	✗	B
Hector Super MT	P	SUV	13.54	1451/4	142	160	14.16	✓✗	✓✗	✓	B
Hector Hybrid Super MT	P	SUV	14.14	1451/4	142	160	15.81	✓✗	✓✗	✓	B
Hector Hybrid Smart MT	P	SUV	15.24	1451/4	142	160	15.81	✓✗	✓✓	✓	B
Hector Hybrid Sharp MT	P	SUV	16.54	1451/4	142	160	15.81	✓✗	✓✓	✓	B
Hector Smart DCT	P	SUV	15.94	1451/4	142	160	13.96	✓✗	✓✓	✓	B
Hector Sharp DCT	P	SUV	17.44	1451/4	142	160	13.96	✓✓	✓✓	✓	B
Hector Style MT	D	SUV	13.88	1496/7	107	180	17.41	✓✗	✓✗	✗	B
Hector Super MT	D	SUV	14.48	2694/4	166	180	17.41	✓✗	✓✗	✓	B
Hector Smart DCT	D	SUV	16.32	2755/4	166	180	17.41	✓✗	✓✓	✓	B
Hector Sharp DCT	D	SUV	17.72	2393/4	166	180	17.41	✓✓	✓✓	✓	B
SKODA											**WWW.SKODA-AUTO.CO.IN**
Octavia RS 245	P	Sedan	35.99	1984/4	245	-	-	✓✓	✓✓	✓	B
TATA											**WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP**
Hexa BS6	D	SUV	NA	NA	NA	NA	NA	ĐA	ĐA	ĐA	NA
Harrier XE	D	SUV	13.69	1956/4	170	-	-	✓✗	✓✓	✗	B
Harrier XM	D	SUV	15.00	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XT	D	SUV	16.25	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XMA	D	SUV	16.25	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ	D	SUV	17.50	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ Dual Tone	D	SUV	17.60	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ Dark Edition	D	SUV	17.70	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ+	D	SUV	18.75	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZA	D	SUV	18.80	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ+ Dual Tone	D	SUV	18.85	1956/4	170	-	-	✓✓	✓✓	✓	B

Prices

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Harrier XZA Dual Tone	D	SUV	18.90	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZ+ Dark Edition	D	SUV	18.95	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZA Dark Edition	D	SUV	19	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZA+	D	SUV	19.99	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZA+ Dual Tone	D	SUV	20.15	1956/4	170	-	-	✓✓	✓✓	✓	B
Harrier XZA+ Dark Edition	D	SUV	20.25	1956/4	170	-	-	✓✓	✓✓	✓	B
TOYOTA											WWW.TOYOTABHARAT.COM
Yaris J	P	Sedan	9.40	1496/4	107	-	17.1	✓✗	✓✗	✗	B
Yaris G	P	Sedan	10.55	1496/5	107	-	17.1	✓✓	✓✗	✓	B
Yaris V	P	Sedan	11.74	1496/6	107	-	17.1	✓✓	✓✗	✓	B
Yaris VX	P	Sedan	12.96	1496/7	107	-	17.1	✓✓	✓✗	✓	B
Yaris J CVT	P	Sedan	10.10	1496/4	107	-	17.8	✓✗	✓✗	✗	B
Yaris G CVT	P	Sedan	11.75	1496/5	107	-	17.8	✓✓	✓✗	✓	B
Yaris V CVT	P	Sedan	12.94	1496/6	107	-	17.8	✓✓	✓✗	✓	B
Yaris VX CVT	P	Sedan	14.18	1496/7	107	-	17.8	✓✓	✓✗	✓	B
Innova GX (7 Seater)	P	MPV	15.36	2694/4	166	-	-	✓✗	✓✓	✗	B
Innova GX (8 Seater)	P	MPV	15.41	2694/4	166	-	-	✓✗	✓✓	✗	B
Innova GX AT (7 Seater)	P	MPV	16.58	2694/4	166	-	-	✓✗	✓✓	✗	B
Innova GX AT (8 Seater)	P	MPV	16.63	2694/4	166	-	-	✓✗	✓✓	✗	B
Innova VX	P	MPV	18.70	2694/4	166	-	-	✓✓	✓✓	✓	B
Innova ZX AT	P	MPV	21.34	2694/4	166	-	-	✓✓	✓✓	✓	B
Innova G (7 Seater)	D	MPV	16.14	2393/4	150	-	-	✓✗	✓✓	✗	B
Innova G (8 Seater)	D	MPV	16.19	2393/4	150	-	-	✓✗	✓✓	✗	B
Innova G+ (7 Seater)	D	MPV	16.79	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova G+ (8 Seater)	D	MPV	16.84	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova GX (7 Seater)	D	MPV	17.17	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova GX (8 Seater)	D	MPV	17.22	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova GX AT (7 Seater)	D	MPV	18.17	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova GX AT (8 Seater)	D	MPV	18.22	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova VX (7 Seater)	D	MPV	20.59	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova VX (8 Seater)	D	MPV	20.64	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova ZX (7 Seater)	D	MPV	22.13	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova ZX AT (7 Seater)	D	MPV	23.02	2393/4	174	-	-	✓✓	✓✓	✓	B
Innova Touring Sport	P	MPV	19.23	2694/4	166	-	-	✓✓	✓✓	✓	B
Innova Touring Sport AT	P	MPV	22.02	2694/4	166	-	-	✓✓	✓✓	✓	B
Innova Touring Sport	D	MPV	21.97	2393/4	150	-	-	✓✓	✓✓	✓	B
Innova Touring Sport AT	D	MPV	24.06	2393/4	174	-	-	✓✓	✓✓	✓	B
FORD											WWW.INDIA.FORD.COM
Endeavour 2.0 Titanium 4x2 AT	D	SUV	29.55	1996	170	NA	13.9	✓✓	✓✗	✓	B
Endeavour 2.0 Titanium+ 4x2 AT	D	SUV	31.55	1996	170	NA	13.9	✓✓	✓✗	✓	B
Endeavour 2.0 Titanium+ 4x4 AT	D	SUV	33.25	1996	170	NA	13.9	✓✓	✓✓	✓	B
HONDA											WWW.HONDACARINDIA.COM
CR-V 2.0 CVT	P	SUV	28.27	1997/4	154	185	13.7	✓✓	✓✓	✓	B
HYUNDAI											WWW.HYUNDAI.COM/IN
Tucson L	P	SUV	18.77	1999/4	155	-	-	✓✗	✓✓	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Tucson GL AT	P	SUV	21.87	1999/4	155	-	-	✓✓	✓✓	✓	B
Tucson GL(O) AT	P	SUV	22.47	1999/4	155	-	-	✓✓	✓✓	✓	B
Tucson GLS AT	P	SUV	23.74	1999/4	155	-	-	✓✓	✓✓	✓	B
Tucson L	D	SUV	20.80	1995/4	185	-	-	✓✗	✓✓	✓	B
Tucson GL AT	D	SUV	23.64	1995/4	185	-	-	✓✓	✓✓	✓	B
Tucson GL(O) AT	D	SUV	24.24	1995/4	185	-	-	✓✓	✓✓	✓	B
Tucson GLS AT AWD	D	SUV	26.97	1995/4	185	-	-	✓✓	✓✓	✓	B
Kona Electric Premium	E	SUV	23.75	-	136	-	-	✓✓	✓✓	✓✓	B
Kona Electric Premium Dual Tone	E	SUV	23.94	-	136	-	-	✓✓	✓✓	✓✓	B
ISUZU											WWW.ISUZU.IN
MU-X 4x2	D	SUV	NA	NA	NA	-	-	NA	NA	NA	NA
MU-X 4x4	D	SUV	NA	NA	NA	-	-	NA	NA	NA	NA
MG											WWW.MGMOTOR.CO.IN
ZS EV Excite	E	SUV	20.88	-	-	-	-	✓✗	✓✗	✓	B
ZS EV Exclusive	E	SUV	23.58	-	-	-	-	✓✗	✓✗	✓	B
VOLKSWAGEN											WWW.VOLKSWAGEN.CO.IN
T-Roc	P	SUV	19.99	1498	150	-	-	✓✓	✓✓	✓	B
AUDI											WWW.AUDI.IN
A3 35 TFSI Premium Plus	P	Sedan	NA	1798/4	NA	NA	NA	NA	NA	NA	NA
A3 35 TFSI Technology	P	Sedan	NA	1798/4	NA	NA	NA	NA	NA	NA	NA
A3 35 TDI Premium Plus	D	Sedan	NA	1968/4	NA	NA	NA	NA	NA	NA	NA
A3 35 TDI Technology	D	Sedan	NA	1968/4	NA	NA	NA	NA	NA	NA	NA
A3 Cabriolet 35 TFSI	P	Cabrio	NA	1798/4	NA	NA	NA	NA	NA	NA	NA
Q3 30 TFSI Premium	P	SUV	NA	1395/4	NA	NA	NA	NA	NA	NA	NA
Q3 30 TDI Premium	D	SUV	NA	1968/4	NA	NA	NA	NA	NA	NA	NA
Q3 35 TDI Premium Plus	D	SUV	NA	1968/4	NA	NA	NA	NA	NA	NA	NA
Q3 35 TDI Technology	D	SUV	NA	1968/4	NA	NA	NA	NA	NA	NA	NA
BMW											WWW.BMW.IN
X1 sDrive20i SportX	P	SUV	35.9	1998/4	192	226	14.82	✓✓	✓✓	✓	B
X1 sDrive20i xLine	P	SUV	38.7	1998/4	192	226	14.82	✓✓	✓✓	✓	B
X1 sDrive20d xLine	D	SUV	39.90	1995/4	190	219	20.7	✓✓	✓✓	✓	B
X1 xDrive20d M Sport	D	SUV	42.90	1995/4	190	219	20.7	✓✓	✓✓	✓	B
MERCEDES-BENZ											WWW.MERCEDES-BENZ.CO.IN
A-Class Limousine	P	Sedan	NA	NA	NA	NA	-	NA	NA	NA	NA
A-Class Limousine	D	Sedan	NA	NA	NA	NA	NA	NA	NA	NA	NA
GLA 200 Sport	P	SUV	NA	NA	NA	NA	-	NA	NA	NA	NA
GLA 200 Style	D	SUV	NA	NA	NA	NA	-	NA	NA	NA	NA
GLA 200 Sport	D	SUV	NA	NA	NA	NA	-	NA	NA	NA	NA
GLA 220d 4MATIC	D	SUV	NA	NA	NA	NA	-	NA	NA	NA	NA
MINI											WWW.MERCEDES-BENZ.CO.IN
Cooper S 3-door	P	Hatch	34.50	1998/4	192	-	17.4	✓✓	✓✓	✓	B
Cooper JCW	P	Hatch	43.90	1998/4	114	-	20.7	✓✓	✓✓	✓	B
Cooper S Convertible	P	Cabrio	38.90	1998/4	192	-	16.8	✓✓	✓✓	✓	B
Countryman Cooper S	P	Crossover	38.50	1998/4	192	-	14.4	✓✓	✓✓	✓	B
Countryman Cooper S JCW Inspired	P	Crossover	42.40	1998/4	192	-	14.4	✓✓	✓✓	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
MITSUBISHI	WWW.MITSUBISHI-MOTORS.CO.IN										
Pajero Sport 4x2 AT	D	SUV	29.52	2477/4	178	190	12.8	✓✓	✓✓	✓	B
Pajero Sport 4x4 MT	D	SUV	30.00	2477/4	178	-	-	✓✓	✓✓	✓	B
Outlander	P	SUV	26.93	2360/4	167	-	-	✓✓	✓✓	✓	B
SKODA	WWW.SKODA-AUTO.CO.IN										
New Superb	P	Sedan	NA	NA	NA	-	-	ĐA	ĐA	ĐA	NA
TOYOTA	WWW.TOYOTABHARAT.COM										
Fortuner MT 4x2	P	SUV	28.18	2694/4	166	-	-	✓✓	✓✓	✓	B
Fortuner AT 4x2	P	SUV	29.77	2694/4	166	-	-	✓✓	✓✓	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				FEATURES			
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	POWER WINDOWS (F/B/N)
Fortuner MT 4x2	D	SUV	30.19	2755/4	177	-	-	✓✓	✓✓	✓	B
Fortuner AT 4x2	D	SUV	32.05	2755/4	177	-	-	✓✓	✓✓	✓	B
Fortuner 4x4 MT	D	SUV	32.16	2755/4	177	-	-	✓✓	✓✓	✓	B
Fortuner 4x4 AT	D	SUV	33.95	2755/4	177	-	-	✓✓	✓✓	✓	B
Camry Hybrid	H	Sedan	37.88	2494/4	303	180	19.2	✓✓	✓✓	✓	B
VOLKSWAGEN	WWW.VOLKSWAGEN.CO.IN										
Tiguan AllSpace	P	SUV	33.12	1984/4	190	-	-	✓✓	✓✓	✓	B
VOLVO	WWW.VOLVOCARS.COM/IN										
XC40 T4 R-DESIGN	P	SUV	39.90	1969/4	190	200	-	✓✓	✓✓	✓	B

MODELS	SPECS		PRICES	ENGINE SPECS				SAFETY		
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AIRBAGS	ESP	ABS
ASTON MARTIN	WWW.ASTONMARTINNEWDELHI.COM									
DB11	P	Cabrio	329.00	5198/V12	510	322	-	8	✓	✓
Rapide	P	Sedan	329.00	5935/V12	560	327	-	8	✓	✓
V8 Vantage	P	Coupe	295.00	3982/V8	503	313	-	8	✓	✓
AUDI	WWW.AUDI.IN									
A6 45 TFSI Premium Plus	P	Sedan	54.42	496.0	245	250	-	4	✓	✓
A6 45 TFSI Technology	P	Sedan	59.42	1968/4	245	250	-	6	✓	✓
Q8 55 TFSI	P	SUV	133.60	2995/V6	340	250	-	6	✓	✓
A8 L 55 TFSI	P	Sedan	156.23	2995/V6	335	-	-	6	✓	✓
BENTLEY	WWW.NEWDELHI.BENTLEĐMOTORS.COM									
Continental GT V8	P	Coupe	329.00	3993/8	500	303	-	6	✓	✓
Continental GT V8 S	P	Coupe	355.00	3993/8	521	309	-	6	✓	✓
Continental GT	P	Coupe	337.00	5998/12	582	318	-	6	✓	✓
Continental Flying Spur V8	P	Sedan	321.00	3993/8	500	301	-	6	✓	✓
Continental Flying Spur W12	P	Sedan	341.00	5998/12	616	327	-	6	✓	✓
Bentayga V8	P	SUV	378.00	3996/V8	542	290	-	6	✓	✓
Bentayga W12	P	SUV	385.00	5998/W12	600	301	-	6	✓	✓
Mulsanne	P	Sedan	555.00	6752/V8	512	296	-	6	✓	✓
BMW	WWW.BMW.IN									
330i M Sport	P	Sedan	48.50	1998/4	258	250	16.1	6	✓	✓

MODELS	SPECS		PRICES	ENGINE SPECS				SAFETY		
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330i Sport	P	Sedan	41.70	1998/4	258	NA	NA	6	✓	✓
320d Luxury Line	D	Sedan	47.50	1994/4	190	243	19.6	6	✓	✓
330i GT M Sport	D	Sedan	50.70	1995/4	190	226	22.8	6	✓	✓
X3 xDrive30i Luxury Line	P	SUV	60.50	1998/4	252	240	13.3	6	✓	✓
X3 xDrive20d Luxury Line	D	SUV	60.90	1995/4	190	213	16.0	6	✓	✓
X4 xDrive20d M Sport X	D	SUV	62.40	1995/4	190	213	16.8	6	✓	✓
X4 xDrive30i M Sport X	P	SUV	65.10	1998/4	252	213	11.1	6	✓	✓
X4 xDrive30d M Sport X	D	SUV	67.90	2993/6	265	235	14.7	6	✓	✓
X5 xDrive30d xLine	D	SUV	82.90	2993/6	265	230	13.4	6	✓	✓
X5 xDrive40i M Sport	P	SUV	84.40	2998/6	340	243	11.2	6	✓	✓
530i Sport	P	Sedan	55.40	1998/4	252	250	15.6	6	✓	✓
520d Luxury Line	D	Sedan	60.90	1995/4	190	235	22.5	6	✓	✓
530i M Sport	P	Sedan	60.90	1995/4	190	235	22.5	6	✓	✓
530d M Sport	D	Sedan	68.40	2993/6	265	250	18.6	6	✓	✓
630i GT Luxury Line	P	Sedan	64.90	1998/4	258	250	14.3	6	✓	✓
620d GT Luxury Line	D	Sedan	65.40	2993/6	265	250	17.1	6	✓	✓
630d GT M Sport	D	Sedan	75.90	2993/6	265	250	17.1	6	✓	✓
Z4 sDrive20i	P	Cabrio	66.00	1998/4	197	240	14.4	6	✓	✓
Z4 M40i	P	Cabrio	80.50	2998/6	340	250	12.8	6	✓	✓
X7 xDrive30d DPE	D	SUV	92.50	2993/6	265	227	13.4	6	✓	✓

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MODELS	SPECS		PRICES	ENGINE SPECS				SAFETY		
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AIRBAGS	ESP	ABS
X7 xDrive30d DPE Signature	D	SUV	102.00	2993/6	265	227	13.4	6	✓	✓
X7 xDrive40i	P	SUV	106.00	2998/6	340	250	10.5	6	✓	✓
730Ld DPE Signature	D	Sedan	135.00	2993/6	265	250	17.7	6	✓	✓
740Li DPE Signature	P	Sedan	137.00	2998/6	340	250	11.9	6	✓	✓
745Le xDrive	H	Sedan	166.00	2998/6	286	250	39.5	6	✓	✓
M760Li xDrive	P	Sedan	244.00	6592/V12	610	250	8.0	6	✓	✓
M2 Competition	P	Coupe	83.40	2979/6	410	250	10.6	6	✓	✓
M5 Competition	P	Sedan	154.00	4395/V8	560	250	10.1	6	✓	✓
M8 Coupé	P	Sedan	215.00	4395/V8	600	NA	NA	6	✓	✓
840i Gran Coupé	P	Coupe	129	2998/6	340	NA	NA	6	✓	✓
840i Gran Coupé 'M Sport' Edition	P	Coupe	155.00	2998/6	340	NA	NA	6	✓	✓
FERRARI										HTTP://WWW.FERRARI.COM/EN_IN/
California T	P	Cabrio	312.66	3900/V8	553	315	-	6	✓	✓
Ferrari Portofino	P	Coupe	350.00	3855/V8	592	320	-	6	✓	✓
488 GTB	P	Coupe	367.67	3902/V8	660	330	-	6	✓	✓
488 GTB Spider	P	Cabrio	440.00	3902/V8	660	330	-	6	✓	✓
812 Superfast	P	Coupe	520.00	6496/V12	789	-	-	6	✓	✓
GTC4 Lusso V8 T	P	Coupe	426	3855/V8	610	320	-	6	✓	✓
GTC4 Lusso V12	P	Coupe	497	6262/V12	690	320	-	6	✓	✓
JAGUAR										WWW.JAGUAR.IN
XE S	P	Sedan	46.64	1997/4	247	NA	-	6	✓	✓
XE SE	P	Sedan	48.50	1997/4	247	NA	-	6	✓	✓
XF Prestige	P	Sedan	55.67	1997/4	247	NA	NA	6	✓	✓
F-Pace Prestige	P	SUV	66.07	1997/4	247	217	NA	6	✓	✓
F-Type 2.0 l Coupe	P	Coupe	95.12	1997/V6	297	250	NA	6	✓	✓
F-Type 2.0 l Coupe R-Dynamic	P	Coupe	98.13	1997/V6	297	250	NA	6	✓	✓
F-Type 2.0 l Coupe First Edition	P	Coupe	100.75	1997/V6	297	250	NA	6	✓	✓
F-Type 5.0 l V8 Coupe R-Dynamic	P	Coupe	125.52	5000/V8	543	300	NA	6	✓	✓
F-Type 5.0 l V8 Coupe First Edition	P	Coupe	128.61	5000/V8	543	300	NA	6	✓	✓
F-Type 5.0 l V8 Coupe AWD R	P	Coupe	227.07	5000/V8	543	300	NA	6	✓	✓
F-Type 2.0 l Convertible R-Dynamic	P	Cabrio	105.99	1997/V6	297	250	NA	6	✓	✓
F-Type 5.0 l V8 Convertible R-Dynamic	P	Coupe	134.54	5000/V8	543	300	NA	6	✓	✓
F-Type 5.0 l V8 Convertible AWD R	P	Cabrio	241.58	5000/V8	543	300	NA	6	✓	✓
JEEP										WWW.JEEP-INDIA.COM
Wrangler	P	SUV	63.94	1998/4	268	-	-	8	✓	✓
Wrangler Rubicon	P	SUV	68.94	1998/4	268	-	-	8	✓	✓
Grand Cherokee LIMITED 4X4	P	SUV	75.15	3604	285	-	12.8	8	✓	✓
Grand Cherokee LIMITED 4X4	D	SUV	78.82	2998	239.6	-	12.8	8	✓	✓
Grand Cherokee SUMMIT	D	SUV	89.31	2998	468		9.3	8	✓	✓
Grand Cherokee SRT 4X4	P	SUV	114.00	3604	285	-	9.3	8	✓	✓
LAMBORGHINI										WWW.LAMBORGHINI.COM
Huracan Evo RWD	P	Coupe	322.00	5204/V10	610	325.0	-	8	✓	✓
Huracan Evo	P	Coupe	373.00	5204/V10	640	325.0	-	8	✓	✓
Huracan Evo Spyder	P	Cabrio	410.00	5204/V10	640	325	-	8	✓	✓
Aventador LP 700-4	P	Coupe	478.00	6498/V12	690	350	-	8	✓	✓
Aventador S	P	Coupe	501.00	6498/V12	740	350	-	8	✓	✓

MODELS	SPECS		PRICES	ENGINE SPECS				SAFETY		
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AIRBAGS	ESP	ABS
Aventador LP 700-4 Roadster	P	Cabrio	532.00	6498/V12	740	350	-	8	✓	✓
Urus	P	SUV	310.00	3996/V8	641	305	-	8	✓	✓
LAND ROVER										WWW.LANDROVER.IN
RR Evoque S	P	SUV	58.00	1997/4	247	-	-	8	✓	✓
RR Evoque SE R-Dynamic	P	SUV	61.94	1997/4	247	-	-	6	✓	✓
RR Evoque S	D	SUV	58.67	1999/4	177	-	15.6	6	✓	✓
RR Evoque SE R-Dynamic	D	SUV	61.64	1999/4	177	-	15.6	6	✓	✓
Discovery Sport S	P	SUV	59.98	1999/4	147	180	12.8	6	✓	✓
Discovery Sport R-Dynamic SE	P	SUV	63.32	1999/4	177	188	12.8	7	✓	✓
Discovery Sport S	D	SUV	59.91	1999/4	177	188	12.8	7	✓	✓
Discovery Sport R-Dynamic SE	D	SUV	62.11	1999/4	177	188	12.7	6	✓	✓
Discovery S	P	SUV	75.59	1997/6	296	201	13.0	9	✓	✓
Discovery SE	P	SUV	79.42	1997/6	296	201	13.0	6	✓	✓
Discovery HSE	P	SUV	83.03	1997/6	296	201	13.0	8	✓	✓
Discovery HSE Luxury	P	SUV	87.99	1997/6	296	201	13.0	8	✓	✓
RR Sport S	P	SUV	87.02	1997/6	NA	210	12.7	8	✓	✓
RR Sport SE	P	SUV	94.79	1997/6	NA	NA	NA	6	✓	✓
RR Sport HSE	P	SUV	100.88	1997/6	NA	NA	NA	6	✓	✓
RR Velar R-Dynamic S	P	SUV	73.30	1997/4	247	217	-	6	✓	✓
RR Vogue	P	SUV	196.74	2993/V6	289	210	12.7	6	✓	✓
RR LWB Vogue	P	SUV	211.13	2993/V6	289	210	12.7	6	✓	✓
RR Vogue SE	P	SUV	224.25	2993/V6	289	210	12.7	6	✓	✓
RR LWB Vogue SE	P	SUV	231.24	2993/V6	289	210	12.7	6	✓	✓
RR Autobiography	P	SUV	242.53	2993/V6	289	210	12.7	6	✓	✓
RR LWB Autobiography	P	SUV	258.09	2993/V6	289	210	12.7	4	✓	✓
RR LWB SVAutobiography	P	SUV	408.87	2993/V6	289	210	12.7	4	✓	✓
Defender 90	P	SUV	69.99	1997/6	300	NA	NA	4	✓	✓
Defender 90 S	P	SUV	73.41	1997/6	300	NA	NA	4	✓	✓
Defender 90 SE	P	SUV	76.61	1997/6	300	NA	NA	4	✓	✓
Defender 90 HSE	P	SUV	80.43	1997/6	300	NA	NA	4	✓	✓
Defender 90 First Edition	P	SUV	81.30	1997/6	300	NA	NA	4	✓	✓
Defender 110	P	SUV	76.57	1997/6	300	NA	NA	4	✓	✓
Defender 110 S	P	SUV	79.99	1997/6	300	NA	NA	4	✓	✓
Defender 110 SE	P	SUV	83.28	1997/6	300	NA	NA	4	✓	✓
Defender 110 HSE	P	SUV	87.10	1997/6	300	NA	NA	4	✓	✓
Defender 110 First Edition	P	SUV	86.27	1997/6	300	NA	NA	4	✓	✓
LEXUS										WWW.LEXUSINDIA.CO.IN
ES 300h Exquisite	H	Sedan	51.90	2487/4	215	-	-	10	✓	✓
ES 300h Luxury	H	Sedan	56.95	2487/4	215	-	-	10	✓	✓
LS 500h Luxury	H	Sedan	182.21	3456/V6	290	-	-	8	✓	✓
LS 500h Ultra Luxury	H	Sedan	187.36	3456/V6	290	-	-	8	✓	✓
NX 300h Exquisite	H	SUV	54.90	2494/4	194	-	18.3	10	✓	✓
NX 300h Luxury	H	SUV	59.90	2494/4	194	-	18.3	10	✓	✓
NX 300h F Sport	H	SUV	60.60	2494/4	194	-	18.3	10	✓	✓
RX 450hL Luxury	H	SUV	99.00	3456/4	308	-	18.8	10	✓	✓
LX 570	P	SUV	232.90	5663/V8	362	-	6.9	10	✓	✓

MODELS	SPECS		PRICES	ENGINE SPECS				SAFETY		
	FUEL TYPE	BODY TYPE	ALL INDIA (RS IN LAKH)	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	AIRBAGS	ESP	ABS
LC 500h	P	Coupe	196.00	3456/V8	354	-	6.9	10	✓	✓
MASERATI										WWW.MASERATI.COM
Ghibli	D	Sedan	NA	2987/V6	270	250	-	10	✓	✓
Ghibli GranSport	D	Sedan	NA	2979/V6	423	286	-	10	✓	✓
Ghibli GranLusso	D	Sedan	NA	2979/V6	423	286	-	10	✓	✓
Quattroporte Diesel	D	Sedan	NA	2987/V6	275	249	-	10	✓	✓
Quattroporte GTS	P	Sedan	NA	3800/V8	530	290	-	10	✓	✓
GranTurismo V8 MC	P	Coupe	NA	4200/V8	405	284	-	10	✓	✓
GranTurismo V8 Sport	P	Coupe	NA	4200/V8	460	297	-	10	✓	✓
GranCabrio	P	Cabrio	NA	4691/V8	450	289	-	10	✓	✓
MERCEDES-BENZ										WWW.MERCEDES-BENZ.CO.IN
C 200 Prime	P	Sedan	40.90	1497/4	184	239	-	8	✓	✓
C 220d Prime	D	Sedan	42.95	1950/4	194	240	-	8	✓	✓
C 200 Progressive	P	Sedan	46.53	1497/4	184	239	-	8	✓	✓
C 220d Progressive	D	Sedan	46.16	1950/4	194	240	-	8	✓	✓
C 300d AMG Line	D	Sedan	50.24	1950/4	245	250	-	8	✓	✓
C 43 AMG 4MATIC Coupe	P	Coupe	75.00	2996/V6	367	250	-	8	Đ	Đ
C 63 S AMG	P	Sedan	138.78	3982/V8	510	250	-	8	✓	✓
E 200 Expression	P	Sedan	59.08	1991/4	184	240	12.1	8	✓	✓
E 220d Expression	D	Sedan	60.10	1950/4	194	240	14.2	8	✓	✓
E 350 d Elite	D	Sedan	75.29	2987/V6	258	250	14.2	8	✓	✓
E 63 S AMG	P	Sedan	150.00	3982/V8	612	300	-	8	✓	✓
GLA 45 AMG 4MATIC	P	SUV	NA	1991/4	265	250	-	8	✓	✓
GLC 200 Progressive	P	SUV	52.75	1991/4	194	-	13.5	8	✓	✓
GLC 220d 4MATIC Progressive	D	SUV	57.75	1950/4	192	-	18.2	8	✓	✓
GLC 300 4MATIC Coupé	P	SUV	63.70	1991/4	190	-	-	8	✓	✓
GLC 300d 4MATIC Coupé	D	SUV	63.70	1950/4	180	-	-	8	✓	✓
GLE 300 d 4MATIC	D	SUV	73.70	1950/4	245	225	-	8	✓	✓
GLE 400 d 4MATIC	P	SUV	125.00	2925/6	330	245	-	8	✓	✓
GLE 43 AMG Coupe	P	SUV	99.20	2996/V6	390	250	-	8	✓	✓
GLS 350d	D	SUV	88.20	2987/V6	258	222	13.5	8	✓	✓
GLS 400	P	SUV	87.76	2996/V6	333	240	-	8	✓	✓
S 350 d	D	Sedan	135.00	2925/6	286	250	-	8	✓	✓
S 450	P	Sedan	139.00	2996/V6	367	250	-	8	✓	✓
S 560 Maybach	P	Sedan	210.00	3982/V8	469	250	-	8	✓	✓
S 650 Maybach	P	Sedan	278.00	5980/V12	630	250	-	8	✓	✓
S 63 AMG Coupe	P	Coupe	255.00	3982/V8	612	300	-	8	✓	✓
AMG GT R	P	Coupe	232.64	3982/V8	585	318	-	8	✓	✓
AMG GT Roadster	P	Cabrio	227.34	3982/V8	476	302	-	8	✓	✓
PORSCHE										WWW.PORSCHE.COM
718 Cayman	P	Coupe	85.95	1998/4	300	275	6.9	6	✓	✓
718 Boxster	P	Cabrio	89.95	1998/4	300	275	6.9	6	✓	✓
911 Carerra	P	Coupe	162.00	2981/6	444	308	11.0	6	✓	✓
911 Carerra S	P	Coupe	182.00	2981/6	444	308	11.0	6	✓	✓
911 Carerra S Cabriolet	P	Cabrio	179.00	2981/7	444	308	11.0	6	✓	✓
Panamera 4	P	Sedan	148.00	4806/V8	520	NA	NA	6	✓	✓
Panamera GTS	P	Sedan	189.00	3996/V8	460	NA	NA	6	✓	✓
Panamera GTS Sport Turismo	P	Sedan	193.00	3996/V8	460	NA	NA	6	✓	✓
Panamera Turbo	P	Sedan	212.00	3996/V8	550	NA	NA	6	✓	✓
Panamera Turbo Sport Turismo	P	Sedan	217.00	3996/V8	550	NA	NA	6	✓	✓
Panamera Turbo Executive	P	Sedan	226.00	3996/V8	550	NA	NA	6	✓	✓
Panamera Turbo SE Hybrid	H	Sedan	244.00	3996/V8	680	NA	NA	6	✓	✓
Panamera SE Hybrid Sport Turismo	H	Sedan	248.00	3996/V8	680	NA	NA	6	✓	✓
Panamera SE Hybrid Executive	H	Sedan	257.00	3996/V8	680	NA	NA	6	✓	✓
Macan	P	SUV	69.98	1984/4	252	227	NA	6	✓	✓
Macan S	P	SUV	85.03	1984/4	252	227	NA	6	✓	✓
Cayenne	P	SUV	119.36	2995/6	335	245	NA	6	✓	✓
Cayenne Hybrid	H	SUV	158.06	2995/6	340	253	NA	6	✓	✓
Cayenne Turbo	P	SUV	192.10	3996/V8	541	286.0	NA	6	✓	✓
Cayenne Coupe	P	SUV	131.51	2995/6	541	243	NA	6	✓	✓
Cayenne Coupe Turbo	P	SUV	197.63	3996/V8	541	286	NA	6	✓	✓
ROLLS ROYCE										WWW.ROLLS-ROYCEMOTORCARS-NEWDELHI.IN/
Phantom VIII	P	Sedan	950.00	6749/V12	563	250	-	8	✓	✓
Phantom VIII LWB	P	Sedan	773.00	6749/V12	563	250	-	8	✓	✓
Cullinan	P	SUV	695.00	6749/V12	563	250	-	8	✓	✓
Cullinan Black Badge	P	SUV	820.00	6749/V12	598	250	-	8	✓	✓
VOLVO										WWW.VOLVOCARS.COM/IN
S90 D4 Inscription	D	Sedan	58.90	1969/4	190	-	-	6	✓	✓
V90 Cross Country	D	Estate	65.31	1969/4	235	-	-	6	✓	✓
XC60 D5 Inscription	D	SUV	59.90	1969/4	235	-	13.1	6	✓	✓
XC90 D5 Momentum	D	SUV	80.90	1969/4	235	230	17.2	6	✓	✓
XC90 D5 Inscription	D	SUV	87.97	1969/4	235	230	17.2	6	✓	✓
XC90 T8 Inscription	P	SUV	96.65	1969/4	407	-	20.2	6	✓	✓
XC90 T8 Excellence	P	SUV	131.24	1969/4	407	-	20.2	6	✓	✓

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MODELS	PRICES	PERFORMANCE							
	ALL INDIA GST PRICE	ENGINE DISPLACEMENT	POWER (BHP)	TORQUE (NM)	NO. OF GEARS/GEAR TYPE	0-60KMPH (SEC)	TOP SPEED	FUEL EFFICIENCY (ARAI CLAIMED)	FUEL EFFICIENCY (TESTED)
SCOOTERS									(PRICES IN RS THOUSANDS)
HERO									WWW.HEROMOTOCORP.COM
Pleasure +110	57.6	110	8	9	A	-	90	-	-
Maestro Edge 125	71.4	125	9.1	10	A	-	-	45	0
Maestro Edge	62.4	110	8.31	8.3	A	-	-	51	-
Destini 125	67.6	125	9	10	A	-	-	-	-
HONDA									WWW.HONDA2WHEELERSINDIA.COM
Dio	64.8	109	8	9	A	-	-	-	57
Activa 6G -DLX	66.9	109	8	9	A	10	85	67	69
Activa 125 -STD	68.99	125	9	10	A	-	85	-	-
Activa 125 -DLX	75.99	125	9	10	A	-	85	-	-
PIAGGIO									WWW.VESPA.IN
Vespa SXL 125	114.5	125	10	11	A	9.5	96.1	36	62
Vespa VXL 150	128	150	11	11.5	A	-	-	-	-
Vespa Elegante 150	136	150	11	12	A	-	-	-	-
SUZUKI									WWW.SUZUKIMOTORCYCLE.CO.IN
Access 125	69.1	124	9	10	A	-	-	60	-
Access 125 (SE)	73.4	124	9	10	A	-	-	-	-
Burgman Street	79.7	124	8.6	10.2	A	-	-	-	-
TVS									WWW.TVSMOTOR.COM
Scooty Zest 110	59.9	110	8	8	A	-	-	-	-
Jupiter	69.6	110	8	8	A	-	-	-	-
YAMAHA									WWW.YAMAHA-MOTOR-INDIA.COM
Ray Z	67.5	113	7	8	A	10.7	85	50	62
Ray Z Rally	71.4	113	7	8	A	10.7	85	50	62
Fascino	67.2	113	7	8	A	-	-	-	-
MOTORCYCLES (UPTO 110CC)									(PRICES IN RS THOUSANDS)
BAJAJ									WWW.BAJAJAUTO.COM
Platina 110 H-Gear	62.8	115	8	9	5/M	-	-	-	-
CT 110	49.6	115	8	9	5/M	-	-	-	-
HERO									WWW.HEROMOTOCORP.COM
HF Deluxe Kick Drum Alloy	48	97	8	8	4/M	7.8	89	73	91
Splendor+ Self Drum Alloy	64.1	97	8	8	4/M	7.8	89	73	91
Passion PRO Self Drum Alloy	65.7	97	8	8	4/M	7.8	89	73	91
Passion PRO Self Drum Alloy IBS	67.9	97	8	8	4/M	7.8	89	73	91
HONDA									WWW.HONDA2WHEELERSINDIA.COM
Livo (Self Drum Alloy)	70.6	109	8	9	4/M	-	-	-	-
Livo (Self Disc CBS)	74.3	109	8	9	4/M	-	-	-	-
CD110 Dream (Self Alloy)	64.5	109.19	8.25	8.63	4/M	-	-	-	-
SP 125	-	-	-	-	-	-	-	-	-
TVS									WWW.TVSMOTOR.COM
Radeon	60.9	110	8	9	4/M	-	-	-	-
Star City Plus Electric Start	63.3	110	8	9	4/M	8.6	88	-	84
Sport Kick	62.8	100	8	8	4/M	-	-	-	-
MOTORCYCLES (111CC-140CC)									(PRICES IN RS THOUSANDS)
HERO									WWW.HEROMOTOCORP.COM
Super Splendor	71.6	125	9	10	4/M	7.5	95	50	68
Glamour Self Drum Alloy	69.7	125	9	10	4/M	7.5	95	50	68
Glamour Self Disc Alloy	73.2	125	9	10	4/M	7.5	95	50	68
HONDA									WWW.HONDA2WHEELERSINDIA.COM
CB Shine (Self Drum)	68.8	125	11	10	4/M	7	-	-	65
CB Shine (Self Disk)- CBS	73.5	125	11	10	4/M	7	-	-	65
MOTORCYCLES (141CC-200CC)									(PRICES IN RS THOUSANDS)
BAJAJ									WWW.BAJAJAUTO.COM
Avenger 160 Street	95.8	160	15	13	5/M	-	-	50	-
Pulsar 150 DTS-I Neon	91.1	149	15	13	5/M	5.6	110	49	64
Pulsar RS200 ABS	149	200	24	18	6/M	-	-	-	-
HONDA									WWW.HONDA2WHEELERSINDIA.COM
CB Hornet 2.0	1.26	184	17	16	5/M	-	-	52	-
SUZUKI									WWW.SUZUKIMOTORCYCLE.CO.IN
Gixxer	113	155	15	14	5/M	-	-	-	64
Gixxer SF ABS	124	155	15	14	5/M	-	-	-	64

MODELS	PRICES	PERFORMANCE							
	ALL INDIA GST PRICE	ENGINE DISPLACEMENT	POWER (BHP)	TORQUE (NM)	NO. OF GEARS/GEAR TYPE	0-60KMPH (SEC)	TOP SPEED	FUEL EFFICIENCY (ARAI CLAIMED)	FUEL EFFICIENCY (TESTED)
TVS									WWW.TVSMOTOR.COM
Apache RTR 160 4V	101	160	15	13	5/M	5.3	113	50	54
Apache RTR 180 4V	107	177	16.3	15.5	5/M	-	-	-	-
Apache RTR 180 4V	126	197	21	17	5/M	-	-	-	-
YAMAHA									WWW.YAMAHA-MOTOR-INDIA.COM
FZS Ver 3.0 (FI)	101.2	149	13	13	5/M	5.5	111	50	50
YZF R15 Ver 3.0	150	150	17	15	5/M	4.9	-	-	42
MOTORCYCLES (201CC-350CC)									(PRICES IN RS THOUSANDS)
BAJAJ									WWW.BAJAJAUTO.COM
Avenger Cruise 220	120	220	19	18	5/M	-	-	-	51
Pulsar 220 F	111	220	21	19	5/M	3.9	134	38	57
HERO									WWW.HEROMOTOCORP.COM
Xpulse 200	113	200	17.8	16.45	5/M	-	-	-	40
HONDA									WWW.HONDA2WHEELERSINDIA.COM
H'ness CB 350	185	348	21	30	5/M	-	-	-	-
KTM									WWW.KTM.COM/IN
Duke 200	172	200	25	19	6/M	4	-	-	35
Duke 125	138	125	14	12	6/M	-	-	-	-
RC200	196	200	25	19	6/M	-	-	-	-
ROYAL ENFIELD									WWW.ROYALENFIELD.COM
Bullet 350 ABS	126	346	19	28	5/M	-	-	-	52
Classic 350	161	346	19.1	28	5/M	-	-	-	-
Meteor 350	175	349	20.2	27	5/M	-	-	-	-
MOTORCYCLES (351CC-650CC)									(PRICES IN RS LAKH)
BENELLI									WWW.DSKBENELLI.COM
Benelli Imperiale 400	170	374	21	29	5/M	-	-	-	-
KAWASAKI									WWW.KAWASAKI-INDIA.COM
Ninja 650	590	649	71	64	6/M	-	-	-	-
Z650	600	649	71	64	6/M	-	-	-	-
KTM									WWW.KTM.COM/IN
390 Duke	250	373	44	35	6/M	-	-	-	-
RC390	240	373	43	35	6/M	-	-	-	-
ROYAL ENFIELD									WWW.ROYALENFIELD.COM
Himalayan	191	411	24.5	32	5/M	-	145	-	-
Interceptor 650	266	648	47.6	52	6/M	-	-	-	-
Continental GT 650	281	648	47.6	52	6/M	-	-	-	-
MOTORCYCLES (ABOVE 650CC)									(PRICES IN RS LAKH)
BMW									WWW.MOTORRAD-NAVNITMOTORS.IN
R1250 GS STD	2005	1170	108	119	6/M	3.4	-	-	-
R1250 GS Adventure	2200	1170	108	119	6/M	-	-	-	-
R1200 RT	2250	1170	108	119	6/M	-	-	-	-
S1000 RR	2295	999	193	112	6/M	3	-	-	-
DUCATI									WWW.DUCATI.CO.IN
Multistrada 950	1549	937	113	96	6/M	-	-	-	-
Panigale V2	1699	959	148	99	6/M	-	-	-	-
Scrambler 1100	1195	1079	84	88	6/M	-	-	-	-
HARLEY DAVIDSON									WWW.HARLEY-DAVIDSON.COM
Street 750	469	749	47	60	6/M	-	-	-	-
Street Rod	599	749	47	60	6/M	-	-	-	-
Iron 883	938	883	50	69	5/M	-	-	-	-
Forty-Eight	1061	1202	60	95	5/M	-	-	-	-
1200 Custom	1080	1202	-	-	5/M	-	-	-	-
KAWASAKI									WWW.KAWASAKI-INDIA.COM+A200
Z900	799	1043	139	111	6/M	-	-	-	-
Ninja 1000	102	1043	140	111	6/M	-	-	-	-
TRIUMPH									WWW.TRIUMPHMOTORCYCLES.IN
Street Triple RS	1130	-	-	-	-	-	-	-	-
Street Triple R	880	675	105	68	6/M	-	-	-	-
Tiger 900 GT	1370	888	95	87	6/M	-	-	-	-
Tiger 900 Rally	1440	888	95	87	6/M	-	-	-	-
Tiger 900 Rally Pro	1550	888	95	87	6/M	-	-	-	-
Rocket III GT	1800	2500	167	221	6/M	-	-	-	-
Rocket III Roadster	1840	2500	167	221	6/M	-	-	-	-

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